

JANUARY 31, 2005

MY CONCERN HAS BEEN THE BUS AND TROLLEY SERVICE IN THE AREA OF MISSION SAN DIEGO TROLLEY STOP AND THE GRANTVILLE TROLLEY STOP.

MY UNDERSTANDING IS THAT THE #13 BUS WILL BE REROUTED IN SUCH A FASHION THAT IT WILL NO LONGER BE GOING BY THE MISSION SAN DIEGO TROLLEY STOP BUT WILL BE BROKEN INTO TWO ROUTES WITH ONE FROM FASHION VALLEY TO GRANTVILLE AND THE OTHER BEING FROM GRANTVILLE TO THE EUCLID TROLLEY.

DSA1 DISCUSSIONS WITH MTDB SEEM TO INDICATE THE GRANTVILLE TROLLEY STOP WILL BE AN EAST FASHION VALLEY WHERE SEVERAL BUS ROUTES WILL MEET WITH THE TROLLEY LOCATION.

HAS ANYONE TAKEN INTO ACCOUNT THE INCREASED AMOUNT OF TRAFFIC THAT WILL BE GENERATED DUE TO THESE PLANS OF MTDB? WHAT IMPACT WILL THERE BE ON ALVARADO CANYON ROAD, MISSION GORGE ROAD, ROUTE 8, CAMINO DEL RIO NORTH, FAIRMOUNT? HOW WILL BUSES BE ENTERING AND EXITING THE GRANTVILLE TROLLEY STOP?

Don Stillwell
6308 RANCHO MESA RD #173
SAN DIEGO, CA 92108
(619) 282-7760

RESPONSE TO COMMENT LETTER FROM DON STILLWELL, DATED JANUARY 31, 2005

Response to Comment DSA1:

The specific impacts of bus rerouting were not evaluated as part of the traffic analysis for the proposed project; however, vehicular trip generation was analyzed. The specific traffic impacts associated with the trolley were evaluated by MTDB (MTS) as part of the EIR prepared for the Grantville Trolley station, which is referenced by the commentor. According to MTS, there will be a maximum of six bus trips (three buses in, and three buses out) per hour at the trolley site. This number of bus trips would not significantly impact intersections in the vicinity of the station. The recent extension of Alvarado Canyon Road (the bridge connection) has also helped reduced traffic along Mission Gorge Road and Fairmount Avenue.

Additionally, the provision of trolley service in the Project Area may reduce the traffic generation by 5% for residential uses, 5% for office uses and 3% for commercial uses within 1500 feet of the trolley station (City of San Diego Trip Generation Manual). This potential trip reduction has not been taken into account in the Grantville Redevelopment Project Program EIR traffic analysis; therefore, the study is conservative.

JIN:

TRACY REED

FEBRUARY 8, 2005

IN RESPONSE TO YOUR REQUEST LAST TUESDAY, FEBRUARY 1,
I CHECKED WITH BOTH TONI AND THE MTDB AND LEARNED THAT
THERE ARE 3 BUS ROUTES THAT WILL BE USING ALVARADO
CANYON ROAD BOTH IN AND OUT EVERY 30 MINUTES, THEY
ARE ALSO PLANNING ON USING THE AREA FOR PARKING.

THIS WILL DEFINITELY IMPACT TRAFFIC ON MISSION
GORGE ROAD YET THE REDEVELOPMENT GROUP WORKING ON THE
EIR ACTED AS IF THEY DIDN'T CARE

THE ROUTES WILL BE ROUTES 13 AND 14 (WITH 13 BROKEN
INTO 2 SECTIONS, ONE FROM FASHION VALLEY, NUMBERED 14, AND THE
OTHER FROM GRANVILLE TO EUCLID TROLLEY, MAINTAINING #13).

ROUTE 81 IS TO BE DELETED AND ROUTE 18 WILL REPLACE IT,
FROM FASHION VALLEY TO GRANVILLE.

DSB1

SPECIAL NOTE: BOTH ROUTE 14 AND ROUTE 18 WILL
ACTUALLY BE MAKING LEFT TURNS ACROSS MISSION GORGE
ROAD ONTO ALVARADO CANYON ROAD, ONE COMING FROM THE NORTH
(ROUTE 13) AND ONE APPROACHING FROM THE SOUTH (NEW ROUTE 18).

DURING RUSH HOURS THIS INTERSECTION AND THE ENTRANCE
TO ROUTE 18 ARE ALREADY ALMOST IMPOSSIBLE TO GET THROUGH.

WITH 3 BUS ROUTES ENTERING AND EXITING (6 PER EVERY
ONE-HALF HOUR) I GUARANTEE THIS WILL AFFECT TRAFFIC AND
SHOULD DEFINITELY BE ADDED TO THE EIR TO CHECK FOR
ITS IMPACT ON THE COMMUNITY AND THE REDEVELOPMENT.

SUGGEST THIS INFORMATION, IN THIS WRITTEN FORM, BE GIVEN
TO THE REDEVELOPMENT GROUP MAKING THE STUDY, AS WELL.

RECEIVED

FEB 10 2005

COMMUNITY & ECONOMIC DEV.
DEPARTMENT

THANKS,

Don Stillwell

6308 RANCHO MESA RD #173
SAN DIEGO, CA 92108
(619) 292-7710

RESPONSE TO COMMENT LETTER FROM DON STILLWELL, DATED FEBRUARY 8,
2005

Response to Comment DSB1:

Please refer to response to comment DSA1.

2-14-05

Mr. Tracy Reed.

My comments regarding the EIR of the Grantville
Redevelopment Project.

The development is acceptable until traffic and air
quality problems are fixed FIRST.

Street traffic is now intolerable. There are
many projects increasing density in and near
to this area.

Stop and go traffic backs up the Waring Rd hill
every day as well as a longer back up on Mission Gorge
Rd to Mission Gorge Place; from I 8.

Major road improvements like connecting
Torresanta Blvd to Princess View would take
excess traffic out of Grantville. Widening Mission
Gorge and Fairmont will also help.

as for "Blight". Don't take pictures of violations
ENFORCE them. Encourage business to restore
and upgrade.

Sincerely

Helen R. Hunter

P.O. BOX 600537

SAN DIEGO, CA 92160

RESPONSE TO COMMENT LETTER FROM HELEN R. HUNTER, DATED FEBRUARY 14, 2005**Response to Comment HH1:**

Please refer to responses to comments HH2 through HH6.

Response to Comment HH2:

Comment noted.

Response to Comment HH3:

Comment noted. Please also refer to responses to comments DOT3 and DRS17.

Response to Comment HH4:

Comment noted. These conditions, in that existing streets and intersections within the project study area do not meet current conditions City LOS standards, are documented in the EIR. Please also refer to responses to comments DOT3 and DRS17.

Response to Comment HH5:

Please refer to responses to comments DOT3, DRS17, CLA1, CLA6, CLB1.

Response to Comment HH6:

Comment noted. Please also see responses to comments JN10 and HSLM3.

February 13, 2005

Mr. Tracy Reed
Project Manager
600 B Street
Fourth Floor, MS 904
San Diego, CA 92101

RE: Response to the Grantville Redevelopment Project Draft Program
Environmental Impact Report

Dear Mr. Reed;

After reviewing the Draft EIR, I have the following concerns:

1. The increase of vehicular traffic on already crowded streets has been shown to be a considerable problem and will increase as more development occurs. In section 4.2.6 (Conclusion) roadways are listed, which are to be significantly impacted by the redevelopment project. Waring Road is omitted from this list. I do not feel adequate research was given to this roadway, especially during peak AM or PM hours. Waring Road is a major roadway through a residential area that has been documented with high speeds and traffic volume. It is the main access to subarea C of the Grantville Redevelopment Project and will become significantly more impacted, should any changes take place in that area.

2. The speed of cars on all the surface streets of the Project area is at this time a tremendous problem. Yet little is mentioned regarding that impact or how to mitigate it. Emphasis is given to volume of traffic.

3. There appears to be little discussion on height limitations for buildings in the Redevelopment Area. Visual impact on the neighboring community could be significant. Height limits need to be considered and implemented to help retain the character of the community and to prevent uncontrolled densification that would adversely impact road, utility and protective services (police and fire).

4. Section 4.13.1.1 discusses impacts to schools. I strongly disagree with table 4.13.1, which refers to future enrollment at Foster and Marvin as "falling". It is not realistic to assume that the tenants of new multifamily projects will all be, as several developers have suggested, only "young executives". Even if that were so, there is a strong probability that some of these "young executives" will be parents needing affordable housing close to schools. The homes in the Allied Gardens/Grantville area may also be more affordable for young families than in San Carlos and Del Cerro. Enrollments may increase, not decrease. Projected impacts to area schools are inadequately researched in the EIR.

5. Open space is extremely important when an area is being considered for redevelopment. Densification with little regard for parks, running trails, etc. will put the character of the

RESPONSE TO COMMENT LETTER FROM MARILYN REED, DATED FEBRUARY 13, 2005

Response to Comment MR1:

Please refer to response to comment DOT2 and DD8.

Response to Comment MR2:

The traffic impact analysis conducted for the EIR was based on the City of San Diego traffic impact manual. Impacts are based on volume to capacity ratios and increases in intersection delay. In areas where enforcement of speed limits is at issue, more specific, detailed analysis is required to ascertain speed conditions, and potential street calming measures that may be implemented to address the issue.

Response to Comment MR3:

Comment noted. Please also refer to response to comment TCC13.

Response to Comment MR4:

The existing school data and projections provided in the EIR were obtained directly from the San Diego Unified School District (2004).

Response to Comment MR5:

Comment noted. Please refer to responses to comments PRD2, PRD4, PRD5, PRD7, PRD14, and PRD17.

RESPONSE TO COMMENT LETTER FROM MARILYN REED, DATED FEBRUARY 13, 2005 (cont.d)

Response to Comment MR6:

According to the San Diego Air Pollution Control District, there is no real definition of a "hot spot." As of now, facilities are prioritized based on their health hazard. If the total score for carcinogenic compounds is above 100 and for non-carcinogenic compounds is above 10, then a health risk assessment is required for the facility. A health risk assessment (HRA) is a study of the possible public health risks that may be posed by emissions of toxic compounds. If the cancer risk per million is greater than 10 and the chronic and acute THI's are greater than 1, then the following steps are required: a public notification (for those living in the surrounding areas) and risk reduction (a plan to reduce risk to below a level of significance).

Flame Spray, Inc. (4674 Alvarado Canyon Rd, 92120) and Superior Ready Mix (7500 Mission Gorge Rd, 92120) are the only two facilities in the Project Area that were required to do an HRA. Flame Spray, Inc. performed a Public Notification in 2000, held a Public Meeting and successfully implemented a risk reduction program. The facility has reduced the potential health risk below the notification thresholds and therefore, public notifications are no longer required. Superior Ready Mix had a 5.6 per million cancer risk and chronic and acute THI's below 1. Therefore, Superior Ready Mix was not required to do public notice and risk reduction.

The Air Resources Board (ARB) is in the process of changing the emissions standards to incorporate diesel emissions. ARB has determined that diesel emissions, especially those from internal-combustion engines, are a major airborne pollutant. This is the upcoming concentration of the APCD. As of now, the available data for specific facilities does not include diesel emissions, so this data may change in the next few years.

Please also refer to responses to comments TCC10, CLB7, LM3, LM4, LM5, and HSA15.

Response to Comment MR7:

Please refer to DF1.

Response to Comment MR8:

The Draft Redevelopment Plan was amended to include Section 480 Participation of Area Planning Committees and Other Appropriate Community Organizations to encourage additional community input during the planning and review of Agency plans, policies, procedures, agreements and proposed projects and programs.

Response to Comment MR9:

Comment noted.

community at a disadvantage. The closest park to the Grantville Redevelopment subarea A is along Crawford Street and Vandever. Whether in Subareas A or B, any children wanting to use a park must cross busy streets to get there. Although the San Diego River Project intends to develop running or bike paths along the river, that does not leave areas for playing sports such as soccer. The need for large landscaped grass areas should be further explored.

6. Air quality is also of concern and should not be simply deemed "significant and unavoidable". The health and well being of residents in and immediately adjacent to the redevelopment area should always be of foremost concern to the City Redevelopment Agency when projects are accepted for consideration. I did not find in the EIR a discussion of locations that are presently considered California Hot Toxics Spots.

7. Adequate police and fire protection need to be maintained. With densification comes a greater need for protection and safety in a community. How will that be accomplished efficiently over time?

Finally, and perhaps out of the scope of the draft EIR, is the ability of the communities of Grantville and Allied Gardens to participate in the review and recommendation process of any proposed redevelopment project. A PAC was not established because there were no residences in the Project area. However, the GRAC will disband in May and that will leave the community lacking the ability to effectively participate in the recommendation process. The Navajo Community Planners, Inc. will be the group to review projects and submit recommendations. The current makeup of the board has Grantville and Allied Gardens at a disadvantage due to its current election and representation procedures. There also are no guidelines, as required by 600-24, in NCPI Bylaws to direct the review of redevelopment projects by subcommittees, for the community directly impacted.

I appreciate your consideration of these concerns.

Sincerely,

Marilyn Reed

Grantville EIR Comments
Submitted by:
Lee Campbell lee@campbellot.com; 858-560-1213

General Comments

1. It is not clear what plan or plans are being referenced when referring to "plan area". I am told it refers to community plan area. Does this refer to the Navajo Plan only? The Tierrasanta Plan or the small portion of eastern Tierrasanta that is in the Development Plan? **Action:** The document should be specific, for example vol 1, para. 8.4.1.15 states that the transit oriented alternative would result in less environmental impact to transportation/circulation, air quality, noise etc.
2. The word "project" is used throughout the EIR. **Action:** Please refer to the various projects as Community Plan Project, Redevelopment Plan Project, TOD plan Project, etc. This would help the reader.
3. **Action:** Instead of using the word "alternative" when referring to a plan alternative identify the plan, such as, the TOD Plan Alternative.
4. The impact to Tierrasanta, which borders the eastern side of the basin including the San Diego River, Admiral Baker Field, Mission Gorge Road and the Grantville and Allied Gardens communities appears to be significantly impacted in particular with air quality (Ref vol 1, para 4.3.6.2.) due to the increase in traffic that the redevelopment plan and the TOD plan will generate.
Action: Address this specifically related to Tierrasanta Community Plan area and not just to the Project area included in the Tierrasanta plan. Please address the entire Tierrasanta Community Plan area for all alternatives when addressing pollution.
5. Traffic average on all Project Plan arterials increases with:
 - a. Project Plan = 153% over existing 2004
 - b. Transit Oriented Alternative Plan = 165% over existing 2004Reference vol.2 appendix D.
Volume 1 has summarized this data in charts that using the A through F levels of impact. So the F impact level designation can be 1% higher than the existing conditions or 65% or infinite. **Action:** Install the vol. 2 appendix D tables in appropriate consecutive pages in vol. 1 so all can see the scope of the impacts for comparison.
6. Volume 1 refers to areas in community plans that are not in the development area. It is suggested that when improvements are implemented in these areas the traffic impact would be improved, but these are in some instances are not specifically identified. In addition there is no analysis documented in vols. 1 or 2 to show that these traffic improvements would in the long run benefit the Tierrasanta, Navajo, or College area communities or cause "significant impacts" to these communities. For example, vol. 1, page 5.3, para. 5.1.3 states, "Traffic improvements are identified with the Navajo, and Tierrasanta Community Plans, ... that when implemented would help to reduce the

RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13, 2005

Response to Comment LC1:

Reference to "plan area" in the EIR is used when referencing the applicable community plan area, or portion thereof. If "plan area" is not preceded by a community name, it is located under a specific community plan heading. In response to this comment, a word search was conducted and areas of the EIR that make reference to "plan area" were reviewed to confirm this condition. Additionally, the EIR clearly states that the alternatives to the proposed project are evaluated against the potential impacts of the proposed project. No additional modification to the EIR has been made.

Response to Comment LC2:

The term "project" refers to the proposed redevelopment plan project, and/or subsequent activities that may occur under the redevelopment plan. The term does not refer to community plans or alternatives as evaluated in Section 8.0.

Response to Comment LC3:

Each alternative is evaluated within its own section and under its own heading. No further modifications to Section 8.0 of the EIR are proposed in response to this comment.

Response to Comment LC4:

The environmental impact analysis provided in the EIR is not necessarily limited to the proposed Project Area. In fact, regionally significant conditions are evaluated including air quality issues as stated by the commentor.

Response to Comment LC5:

Volume II Appendix D, as referenced by the commentor, depicts the project trip distribution. This information is also provided in EIR Volume I Figure 4.2-4. Also, as noted by the commentor, even a relatively small contribution of traffic to a significantly impacted intersection, is considered significant in some instances according to City of San Diego Traffic Significance Thresholds (see EIR Table 4.2-3).

Response to Comment LC6:

The traffic improvements identified and evaluated on EIR pages 4.2-20 through 4.2-21 are contained in the existing adopted Navajo Community Plan. Although identified in the existing adopted Tierrasanta Community plan, several roadway extensions were not assumed (please refer to response to comment AG2). The traffic impact associated with these extensions were evaluated in conjunction with the preparation and adopted of the Tierrasanta Community Plan (reference Figures 23 and 24 of the Tierrasanta Community Plan). The extension of these roadways would need to be

LC6 (cont'd.)	<p>cumulative traffic impact. However, ... the cumulative impact would remain significant and unavoidable." Would not this transfer significant impacts to surrounding communities due to the diversion of traffic?</p> <p>Action: Remove these references or provide proof by analysis including traffic studies for the Caltrans impacts to 1. Mission Gorge Road at route 52; 2. Jackson Drive at route 52; 3. Tierrasanta Blvd. at I-15; 4. Navajo Rd at I-8; 5. Santo Rd. at Friars Rd and Santo Road at rt 52. Also because these "improvement" are mentioned so often it clear that these improvements are intended to be implemented "shall" be implemented when the funds are available' even though the are not covered by analysis.</p>
LC7	<p>7. Mission Gorge Road section from Old Cliffs Road to Katlyn Court and on to Princess View should be included in the traffic analysis and in the Redevelopment Plan.</p>
LC8	<p>8. The Transit Oriented Alternative Plan proposes 2500 housing units within 2000 feet of the trolley station. Does this include the current in work projects of 100+ units at Waring Road and I-8, and the units that are projected to be on the hillside above the Nazarene church; neither of which are feasibly within the transit oriented zone of 2000 feet? In any case 2500 units could probably bring 2500 to 5000 automobiles to the area within 2000 feet of the trolley. This figure could be increased if (and it is likely) the units are populated by college students. Is this included in the analysis? It appears that the traffic between I-8 and Twain Ave will increase to an average of 208% of current values if the project plan is selected and to 254% if the alternate Traffic Oriented plan is selected. Both are unacceptable. This traffic will be diverted onto local residential streets.</p> <p>Action: Please address in the EIR the probability of traffic increases due to student residents in the TOD alternative plan and mitigation suggestions.</p>
LC9	<p>9. There are archeological resources along the river at the terminus of Tierrasanta blvd that appear to not be referenced in the EIR. Action: Please identify and include in the document, or identify a city report that addresses these resources and modify the EIR to identify the impact at this portion of the redevelopment area.</p>
LC10	<p>10. Bicycle routes and pedestrian walkways are not covered in detail. They are not shown as existing or proposed. Action: How will pedestrian walkways and bicycle routes be accommodated? With the traffic increases on the major roadways and intersections it is probable that if they exist at all they will be routed to side streets or as independent paths. How much improvement in traffic can be expected by utilizing these paths/walkways? Please address in detail in the EIR</p>
LC11	<p>11. Along with Transportation and Circulation, area flooding is a major concern of residents and businesses in the Project area. Action: How is the Alvarado Creek flood potential to be addressed with the Transit Oriented plan? Will the 2500 units be on stilts, fill etc.; the cost of development within the 2000 feet of the trolley seems to be prohibitive; Is it? Please address this in the EIR.</p>

RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13, 2005 (cont.d)

Response to Comment LC6 (cont.d):

evaluated as to their environmental impacts and potential for redistribution of traffic should they be considered in the future. The City agrees that additional analysis of the extension of these roadways would be required, and there is currently no funding identified for these improvements.

Response to Comment LC7:

The roadway segment referenced by the commentor was included in the traffic analysis. Additionally, this segment would not be excluded from consideration as part of the redevelopment plan improvements.

Response to Comment LC8:

The TOD does not propose any use or development at this time, it is included in the EIR as a potential alternative to reduce the potentially significant traffic and air quality impacts associated with the proposed project (see responses to comments SNDG3, DD10, DD12, RM5, DRS19, and LM4). Compliance with City of San Diego Municipal Code parking regulations would be required for any future development within the Project Area.

Response to Comment LC9:

Please refer to response to comment BW 1.

Response to Comment LC10:

The adopted Community Plans depict the planned circulation network for the community planning area. Any proposed traffic improvements would need to include trail systems as designated in the Community Plan and/or roadway classification. The EIR does not specifically account for a deduction in vehicular trip generated based on the availability of existing or planned trails systems; although it is widely recognized that such systems are beneficial to overall circulation and are encouraged as part of the redevelopment plan (see Draft Redevelopment Plan Objectives #2 and #3).

Response to Comment LC11:

The potential flooding of Alvarado Creek is identified in the EIR (see Section 4.11 Water Quality/Hydrology). Regardless of what type of development is proposed within the Project Area, flooding issues will need to be addressed. Mitigation Measure HD1 is proposed to ensure that a detailed hydrology study is prepared for each specific development and that drainage and flooding is addressed as part of redevelopment activities.

LC12

12. **Action:** With the TOD alternate plan, increased density in the Mission Gorge Area has the impact to the interstates been considered? How will Caltrans accommodate this? Please address this in the EIR ; provide or reference Caltrans data.

LC13

13. Per vol 2 appendix D, the average daily traffic at the interstate 8 underpass to Mission Gorge will be between 76,600 and 88,195 average daily trips. (Highway 52 currently has an average daily tip count of 80,000). **Action:** Will Mission Gorge Road qualify to be upgraded to a freeway status (e.g., 125 south)?

LC14

14. When mitigation measures are addressed, there is no cost identified. Mitigation for vegetation, biological, LUST case environmental, groundwater, paleontological, etc. impacts could be very high. **Action:** Please include a relative cost such as with the traffic impacts; i.e., significant,...insignificant for all mitigation measures and relate to overall cost of the project.

LC15

15. There are a significant number of open LUST cases in the area A Mission Gorge corridor. **Action:** Please identify how long these cases have been open. Who will pay for the cleanup? Will cleanup be funded by redevelopment return?

LC16

16. The Flooding coverage is totally inadequate. Traffic and flooding in the project area are among the top three major goals of the Redevelopment Area. Traffic has been addressed in great detail and analysis (in Vol. 2). **Action:** The issue of flooding must be addressed in its own section as is section 4.2- Transportation. In addition, there must include an analysis appendix for flooding which should include A. current volumes of water that can be accommodated, B. the Horizon year volumes that must be in place to prevent flooding, C. how the Fairmont Avenue under interstate 8 will be prevented from flooding which when flooded stops all traffic. D. Mitigation such as motorized water barriers and pumps that could be implemented in time of flooding, how the 2500 residential units of the alternate plan could be designed (on stilts or provided with pumps for ground level parking garages). In addition, include a map of current drainage facilities. Finally, flooding in the area is a concern of shop owners and residents in the area and should not be addressed on a development project by development project as mitigation HD1, page 4.11-18, suggests. Flooding is an immediate and global concern in the project area.

LC17

17. When discussing the alternatives there is a global practice within the EIR to make statements like in para. 8.1.1.1, "Overall, the land use impact would be greater than under the proposed project, as land use goals identified within applicable community plans would not be achieved." When these statements are not backed up with references to the "applicable community plan" goals or paragraphs within the EIR defining these goals, the argument loses credibility. **Action:** Please enhance all such paragraphs throughout the EIR with community plan paragraph references or list the goals with para. references.

LC18

18. Table 2 is missing from vol. 2, appendix D. It is assumed that this table should be the summary of the CNEL analysis for the 2030 horizon year with no community plan project. **Action:** Please include this table in the document.

RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13, 2005 (cont.d)

Response to Comment LC12:

CEQA does not require an evaluation of alternatives at the same level of detail as is conducted for the proposed project. Potential impacts to the circulation system are evaluated for the proposed project and the General Plan Opportunities Areas Map Concept. Although less traffic is estimated to be generated under the TOD alternative, it is anticipated that improvements would be required to the I-8/Mission Gorge Area, regardless of the future land uses in this area. As identified in the EIR, improvements are needed for this area in the existing condition. Please also refer to responses to comment DOT3 and DRS17.

Response to Comment LC13:

There are no plans to improve Mission Gorge Road to a freeway; however, Mission Gorge Road from Fairmount Avenue to Interstate 8 is planned as a six-lane major.

Response to Comment LC14:

CEQA does not require specific costs to be identified for recommended mitigation measures. According to CEQA Guideline Section 15364, "'Feasible' means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." As such, only those improvements identified in the adopted Navajo Community Plan are assumed and have been analyzed in the EIR. The cost associated with future improvements would depend on engineering, environmental, land use, and right-of-way constraints.

Response to Comment LC15:

EIR Table 4.8-1 identifies the open LUST cases and provides historical data related to each facility. The responsible entity for site remediation will be depending on property transfer agreements and/or the entity proposing improvements to the property. The Agency may contribute to site remediation.

Response to Comment LC16:

Flooding is addressed comprehensively in EIR Section 4.11 Water Quality/Hydrology. Overflow of the Alvarado drainage is identified as an existing drainage deficiency in the EIR (see EIR pages 4.11-15 and 4.11-16, and Figure 4.11-2). As identified in the Draft Redevelopment Plan, an objective of the plan is to make storm drain improvements particularly to properties affected by the Alvarado Creek and San Diego River (Objectives #3). Mitigation Measure HD1 is proposed to ensure that a detailed hydrology study is prepared for each specific development and that drainage and flooding is addressed as part of redevelopment activities. Specific mitigation measures would be developed for individual projects to ensure that flooding and

RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13, 2005 (cont.d)

Response to Comment LC16 (cont.d):

drainage improvements are made to accommodate new development, and/or repair existing drainage infrastructure. Please also refer to responses to comments DD5, DD7, BC3, DRS6, and LC11.

Response to Comment LC17:

The applicable goals of the community plan are defined in Section 2.3 Planning Context of the EIR. Because these alternatives would require community plan land use amendments for implementation, the applicable goals, as described in Section 2.3 would need to be reevaluated by the appropriate planning group to determine whether they apply to the new land uses. As an example, the existing Tierrasanta Community plan land use for the sand and gravel area is Open Space with a Sand and Gravel subcategory. The General Plan Opportunities Area Map shows this area as 50% Open Space and 50% Industrial. Development of 50% this area with industrial uses would not likely meet the community plan's goals of:

- Upon termination of the sand and gravel operations, the excavated area should be rehabilitated and a pathway to Mission Trails park provided. Any other use of the property beyond open space uses will require an amendment to this plan.
- Designated open space areas which are not to be acquired by the City should be allowed to apply the adjacent residential density for development purposes. Clustered development should then be used to avoid development impacts on the designated open space.

Response to Comment LC18:

Table 2, Appendix D, was not reproduced due to an apparent printing error. However, as indicated on Table 4.4-7, Future Noise Levels (CNEL), the project contribution to the future with project scenario ranges between 0 and 3.5 dB(A) increase on area roadways.

LC19

19. Table 3, vol. 2, appendix D is labeled "Alternative". **Action:** Please label to identify which alternative. It is assumed that it is the alternative to the community Plan; which is the Redevelopment Plan.

LC20

20. Throughout the EIR there has been a tendency to justify an alternative by statements or phrases such as identifying the date that a community plan was adopted (ref. Para 3.6.2). These kinds of statements appear to be inserted to "sell" redevelopment since, for example, the community plan is so old. In other cases when "selling" is trying to show that redevelopment is what the people want, a statement like "and this is consistent with the community plan" is used. **Action:** Remove these phrases "and is consistent with the community plan" and similar ones since the community plans are being set aside and later rewritten to comply with whatever redevelopment 'plan' is selected. If left in identify specifically the community plan and the appropriate paragraph.

LC21

21. No concluding paragraphs include a technical summary of the data provided in the section paragraphs; instead there are statements using words or phrases like "similar", "would not meet most of the basic objectives", "superior". **Action:** Add summary data that defines what these words are describing.

LC22

22. **Action:** Please provide a timeline chart or graphs showing the Caltrans improvements needed at I-8 (and other Caltrans roads) related to the proposed development activity (all alternatives), the peak traffic and infrastructure impact in the development area during the transition, the tax increment funds expected to support the traffic and infrastructure. It is expected that this would show a lagging curve with development first, funding lagging, and city and caltrans traffic and infrastructure improvements lagging funding. It is expected that the lag from beginning of development in the area to be 8 to 10 years. Will the city issue bonds to close the gap? Please address this in the EIR (and the Draft Development Plan).

Specific Comments Volume 1

LC23

1. page 2-2; para. 2.2.1. Land uses also include restaurants which because they are leased in small retail shopping strips are a blight to the area due to parking demand of restaurants on the associated undersized parking lots. **Action:** Add "restaurants" to the first sentence.

LC24

2. page 2-2; para. 2.2.3 Second paragraph- Comment: Mission Gorge is a basin of pollution. This is an area that is on a smaller scale much like the city of El Cajon and pollution due to traffic and industrial activity is boxed in at periods during the day and night. This pollution is blown into Tierrasanta by the afternoon and evening winds. An increase in traffic of up to 163% times 2004 traffic (TOD plan) can cause severe vs. significant pollution in the Tierrasanta community. **Action:** Please address and provide analysis for the entire Tierrasanta Community Plan area for all development options when addressing pollution.

RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13, 2005 (cont.d)

Response to Comment LC19:

EIR Volume II, Appendix D, Table 3 depicts the noise levels associated with the General Plan Opportunity Areas Map Concept. While the technical data is provided in the appendix, the information is also provided graphically on EIR Figure 8-5.

Response to Comment LC20:

CEQA requires the evaluation of adopted plans and the Redevelopment Plan is required to be consistent with the General Plan. The Agency is not aware that existing Community Plans are being set aside and all development in the City is reviewed for consistency with the applicable adopted community plan.

Response to Comment LC21:

CEQA only requires the analysis of alternatives on a qualitative level; although where possible, additional technical data has been provided. EIR Table 8-1 provides a summary comparison of project alternative impacts to proposed project impacts. Additionally, in certifying the EIR the Agency will adopt CEQA Findings, which will describe the specific basis for the rejection of each alternative. Please also refer to response to comment HSA28.

Response to Comment LC22:

None of the information requested by the commentor is available at this time. Please also refer to response to comment DOT3. The adoption of the redevelopment project would allow the Agency to issue bonds in order to facilitate transportation improvements in the Project Area.

Response to Comment LC23:

Commercial uses include, but are not limited to, restaurants.

Response to Comment LC24:

Sections 2-2 and 4-3 describe existing air quality conditions, which include regional air quality and neighboring communities. Please refer to response to comment LC4.

- LC25** 3. page 2-5, para 2.3.1 --Action: Add "retail and restaurant" to the last sentence.
- LC26** 4. page3-1, para. 3.1. The statement "The primary purpose of establishing this redevelopment project area is to create a strong economic base within, and for, portions of the Navajo and Tierrasanta Communities" It is not likely that there will be any economic base created "within and for" Tierrasanta except through taxes returned due to redevelopment and shared by the two communities. The redevelopment plan is clearly "for" the benefit of the Navajo community.
- LC27** 5. **Action.** Remove the reference to the Tierrasanta community from this paragraph.
- LC28** 6. page3-1, para. 3.1, first para.,- The sentence starting with "After adoption... improving the area's" should begin with "transportation/ circulation alleviate flooding."
- LC29** 7. page 3-10, para. 3.4.1 item 6. -- Action: Insert as item 4. "alleviate flooding ..."
- LC30** 8. page 3-14, para 3.6.2.1 -- **Action:** 1. Please add as third bullet as a goal from the Tierrasanta community plan related to the sand and grave extraction operations conditional use permit (CUP)"An access easement from Tierrasanta Boulevard to Mission Trails Park will also be required ." (ref Tierrasanta Community Plan, page 54, second para.) . 2. Please reference Tierrasanta Community Plan paragraphs for the two bullets.
- LC31** 9. page 4.1-8, paras. A. and B. -- states" goals applicable to the proposed project are described in Section 2.3 ...of the EIR. This is not the case para 2.3 references in general the "San Diego Progress Guide, the General Plan and the community plans and the Land Development Code". There are no specific references to community plan goals.
- LC32** 10. page 4.1-8, paras. A. and B. -- These paragraphs should refer to "land use" Action: Remove statements identifying when the community plans of Navajo and Tierrasanta were adopted. Such references are made earlier in the document and continued reference to the age of the community plans sends a message to the reader that 'since the plans are old there should be redevelopment'.
- LC33** 11. page 4.1-6, paragraph 4.1.3.5 -- states , "some of the existing development within the project area is not currently consistent with the land use designations identified in the ...Tierrasanta ... community plans. **Action:** Please identify specifically the developments in question for the Tierrasanta (and other community plans).
- LC34** 12. page 4.1-13 - Figure shows parcel 4550202500 as sand and gravel. **Action:** Please re-designate correctly as designated open space.
- LC35** 13. page 4.1-16, para 4.1.3.5, second para - states, "The Draft Redevelopment Plan (DRP) identifies these improvements"(related to public improvements identified in the community plans). **Action:** Since the DRP does not "identify" any specific

RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13, 2005 (cont.d)

Response to Comment LC25:

Section 2.3.1 discusses existing land uses designations. There is no specific retail and restaurant land use within the Project Area. These uses are allowed in the commercial zones.

Response to Comment LC26:

Comment noted.

Response to Comment LC27:

No change to the EIR is proposed. This EIR text is a component of the project description as defined by the Agency.

Response to Comment LC28:

Please refer to responses to comments DD2, DD5, DD7, BC3, DRS6, LC11, and LC16.

Response to Comment LC29:

Please refer to responses to comments DD2, DD5, DD7, BC3, DRS6, LC11, and LC16.

Response to Comment LC30:

The text referenced by the commentor is provided on page 54 of the Tierrasanta Community Plan, but is not a specific goal. EIR page 3-14 lists applicable goals.

EIR page 3-14 has been modified to reflect the exact language as provided in the Tierrasanta Community Plan as follows (see response to comment TCC3):

- Upon termination of the sand and gravel operations, the excavated area should be rehabilitated and a pathway to Mission Trails park provided. Any other use of the property beyond open space uses will require an amendment to this plan. (page 56)
- Designated open space areas which are not to be acquired by the City should be allowed to apply the adjacent residential density for development purposes. Clustered development should then be used to avoid development impacts on the designated open space. (page 55)

Response to Comment LC31:

EIR page 4.1-8 states goals applicable to the proposed project are described in Section 2.3 and Section 3.6 of this EIR. Section 3.6 lists the applicable goals of the Tierrasanta Community Plan. No change to the EIR is proposed.

RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13, 2005 (cont.d)

Response to Comment LC32:

Comment noted. However, the EIR simply states the date of adoption of the applicable community plans.

Response to Comment LC33:

EIR page 4.1-16 has been modified as follows:

The project is required to comply with the adopted Community Plans in order to guide the orderly growth of the community. Some of the existing development within the Project Area is not currently consistent with the land use designations identified in the Navajo, ~~Tierrasanta and College Area~~ Community Plans;

Response to Comment LC34:

EIR Figure 4.1-2 has been modified to depict the referenced parcel as Open Space.

Response to Comment LC35:

The Community Plans identify public improvements (e.g., roadway classifications, bike facilities, parks, etc.). The Draft Redevelopment Plan does not identify specific improvements; however, these improvements will be identified in the 5-Year implementation plan. Please also refer to response to comments DD5 and RM3.

improvements, please modify para. 4.1.3.5 to identify the specific improvements that will be implemented when funds become available.

LC36

14. **page 4.2-2, para 4.2.1.2** – states, “However, the segment of Old Cliffs road to Katelyn Court is a 4-lane roadway and the segment of Katelyn Court to Princess View Drive is a 5-lane roadway.” **Action:** Although not specifically stating that this area is a bottleneck it is logical to conclude that this section of Mission Gorge Road will be a bottleneck. If as alluded, the extensions of the Navajo, Santo, Tierrasanta, and Jackson roads are part of the 2030 redevelopment goals then impacts to the circulation in the Mission Gorge segments between Katelyn and Princess View are inevitable. Please add these sections of Mission Gorge Rd. to the analysis (and table 4.2-1 identifying existing LOS) .

LC37

15. **page 4.2-3, table 4.2-1** – shows I-8 east bound to Camino del Rio North as 4 lane. **Action:** It is a 2 lane off ramp from the 8 to Fairmount, which is 4 lanes then Camino del Rio North is 4 lanes. EB from Camino Del Rio to 8 east is a one lane on-ramp. Please review and recalculate the LOS etc.

LC38

16. **page 4.2-3, table 4.2-1** – shows I-15 NB Ramps to Rancho Mission Road as 6 lanes. **Action:** The Ramp is currently 1 lane and may be 2 lanes with re-striping Please review and recalculate LOS.

LC39

17. **page 4.2-3, table 4.2-2** – shows the peak hour delay. **Action:** Please modify the table to traffic that causes the delays. Please address the peak time of day related to pollution also.

LC40

18. **page 4.2-9** – Table 4.2-4 is identified as “Trip Generation for the Proposed Project” but in vol 2 page 14 the same table is labeled “Trip Generation for the Additional Land Use in the Community Plan”. **Action:** Please change Table 4.2-4 title to be more descriptive and correct to “Trip Generation Added by the Redevelopment Project for the Additional Land Use in the Community Plan”. Als

LC41

19. **page 4.2-9** first paragraph states, “Figure 4.2-4 shows the increase in trips that the project would add to the circulation network using the distributions shown in appendix D of the traffic technical study. The same table in vol 2, page 13 is introduced by, “As shown in Table 4, the community Plan Scenario would add 31,606 daily trips to the circulation network ...” **Action:** Please modify the table 4.2-4 to show that Daily Trips are actually “Daily Increase in Trips”.

LC42

20. **page 4.2-11, para. 4.2.3.5** – Comment: There is reference to road extensions in the Navajo and Tierrasanta community plans. **Action:** Councilman Madaffer, recognizing the traffic, environmental, and blighting impacts to the respective communities of completing these extensions, has requested that these extensions be removed from the community plans (see attached). For example, the diversion of traffic from I-15 (at Tierrasanta Blvd) and route 52(at Santo Road) through Tierrasanta and merging with a possible 41000 vehicles per day on Mission Gorge Road at Princess View would devastate both communities. Please provide the analysis necessary for these intersections since it is

RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13, 2005 (cont.d)

Response to Comment LC36:

The segment of Mission Gorge Road between Zion Avenue and Princess View Drive is analyzed as one segment. In the future, the average daily traffic (ADT) for this segment is 33,200, 39,500, and 41,200 without any redevelopment, with the Community Plan redevelopment, and with the Alternative redevelopment, respectively. The Navajo Community Plan shows that Mission Gorge Road will be improved to a six-lane facility in the future. Therefore, the segment of Mission Gorge Road between Zion Avenue and Princess View Drive will operate at LOS C without the project as well as under the Community Plan redevelopment, and LOS D under the Alternative Plan.

Response to Comment LC37:

The segment that Table 4.2-1 is referring to is Fairmount Avenue from I-8 eastbound ramps to Camino Del Rio North, which is four lanes.

Response to Comment LC38:

The segment that Table 4.2-1 is referring to is Friars Road from I-15 northbound ramps to Rancho Mission Road, which is six lanes.

Response to Comment LC39:

Please refer to response to comment CLA3.

Response to Comment LC40:

The proposed project is the trip generation associated with buildout of the community plan land uses. No change to the EIR is proposed.

Response to Comment LC41:

EIR Table 4.2-4 depicts the Trip Generation for the Proposed Project, which is the increase in trips. EIR page 4.2-8 text explains that, “As shown in Table 4.2-4, redevelopment activities according to the existing Community Plan would add 31,606 daily trips ... ” No change to the EIR is proposed.

Response to Comment LC42:

The EIR traffic analysis does not assume the extension of roadways as referenced by the commentor. Please refer to responses to comments AG2 and LC6.

RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13, 2005 (cont.d)

stated elsewhere in the EIR (see para 4.2.5) that “when money is available“ these ‘improvements’ will be accomplished.

LC43

21. page 4.2-14, para. 4.2.3.5 “Peak hour intersection performance” Table 4.2-6 should be labeled “Year 2030 Peak Hour Intersection Performance with and without the Redevelopment Project.”

LC44

22. page 4.2-18, figure 4.2-8 – The bubble for the Princes View/Mission Gorge should have 0 (zero) on the right turn arrow pointing toward Tierrasanta.

LC45

23. page 4.2-20, para 4.2.4 – states, “Proposed redevelopment activities based on existing community plan land uses are anticipated to add 31,606 trips per day to the circulation network with 3,280 trips occurring in the morning peak hour and 4,346 trips occurring during the afternoon peak hour. **Action:** It appears it is stating that the peak trips are the added peak trips; what will be the total peak trips? (3280/60 = 55 trips/minute = approx 1/sec. --- cars are traveling at 60 mph)

LC46

24. page 4.2-20, para 4.2.5 – states, “Improvements within the Navajo and Tierrasanta Community Plans shall be implemented as sufficient financial resources become available through the establishment of the proposed redevelopment project area.” **Action:** These ‘improvements’ are identified and alluded to throughout the EIR. It is clear from the para 4.2.5 statement that there is a “plan” to extend the Jackson Drive, Santo Road, Tierrasanta Blvd. and Navajo Roads as part of the 30 year redevelopment effort. This is the first place that specifically states these ‘improvements’ “shall” be completed. The city knows the opposition the respective communities have to extending these roads and it continues to inch away at every opportunity trying to weasel these community and environmentally devastating roads into a city that has a policy of ‘development first and freeways will accommodate later’. Please remove every reference to these ‘improvements’ or conduct and publish the analysis that shows acceptability based on today’s peak and average traffic and that of the horizon year 2030. What other improvements would the EIR framers be considering if not those stated above?

LC47

25. page 4.3-15, para 4.3.6.2 States: “The long term impact is considered significant and unavoidable, as there are no technologies available to reduce the future vehicular related air pollutant emissions to a level less than significant. However, the project is consistent with the General Plan (Navajo, Tierrasanta and College Area Community Plans) and no conflict with implementation of the RAQS is anticipated.” **Action:** Please explain how this is consistent with the community plan of Tierrasanta. Significant impacts due to pollution will affect Tierrasanta as a whole and the community plan does not endorse more pollution. If this paragraph pertains only to the three segments in the Tierrasanta Community Plan that are also in the Redevelopment Plan then it still is not consistent. Please remove the second sentence and replace with: “Because the Grantville / Mission Gorge area lies in a basin significant air pollution will disperse into the whole of the communities of Navajo, Tierrasanta and the College Area.” Also from the Tierrasanta Community Plan – page 5, “Tierrasanta has become known as a high quality planned

Response to Comment LC43:

Table 4.2-6 has been relabeled, “Year 2030 Peak Hour Intersection Conditions with and without the Community Plan Project.”

Response to Comment LC44:

Please refer to responses to comments TCC6 and TCC7.

Response to Comment LC45:

The total trips for the redevelopment area under the Community Plan are: 172,567 daily, 14,621 AM peak hour and 21,427 PM peak hour trips.

Response to Comment LC46:

Please refer to response to comment LC42.

Response to Comment LC47:

Because no land use amendment is proposed for the Tierrasanta Community plan as part of the redevelopment plan adoption process, the project would be consistent with the RAQS as is described on EIR pages 4.3-6 and 4.3-13. No additional change to the EIR text is proposed.

- community". Will it remain high quality by allowing an increase in pollution caused by traffic.
- LC48** 26. page 4.4-7, para 4.44.8 –Paragraph miss-numbered (and out of place in my book).
- LC49** 27. page 4.4-13 Table 4.4-6 This construction noise will last for a period of 30 years. How will people be encouraged to live in a long-term construction zone?
- LC50** 28. page 4.5-3, para 4.5.1.2 – Why is the flume south of the gravel operations on the Tierrasanta portion of the development plan not identified?
- LC51** 29. page 4.6-25, second paragraph, second sentence – add "Tierrasanta" before "Community Plan"
- LC52** 30. page 4.6-29, sub para labled "BR1" – Please summarize the "redevelopment project polices" or reference in the EIR.
- LC53** 31. page 4.6-31, para B. Subarea B, first sentence – add "Navajo" before "Community Plan"
- LC54** 32. page 4.9-2, last para. – change "is" to "are". \
- LC55** 33. page 4.10-5, para 4.10.5 Mitigation Measures – change third bullet second sentence to read "Road between interstate 8 to 500 feet north of ..."
- LC56** 34. page 4.10-5, para 4.10.5 Mitigation Measures – add new bullet - "The height of the structures adjacent to the river shall not be higher than three stories from just North of Princess View and shall be designed to be an esthetically suitable for the river park area as defined in the San Diego River Park Master Plan. \
- LC57** 35. page 4.10-5, para 4.10.5 Mitigation Measures – last bullet –change "should be sensitive to it, as" to "shall be sensitive to the Mission Trails Regional Park, the Goals proposed by the San Diego River Master Plan, and as"
- LC58** 36. page 4.11-3 para 4.11.1.2 – the issue of flooding has been avoided!!!!
- LC59** 37. page 5-3 last paragraph – states, "Traffic improvements are identified with the Navajo and Tierrasanta Community Plans, and also as discussed in section 4.2, that when implemented, would help to reduce the cumulative traffic impact. However, the ... cumulative impact would remain significant and unavoidable." **Action:** Were there traffic studies done? Is there some analysis to show that there would be a reduction in the cumulative impact? (It is not in vol 2 with the other detailed traffic analysis? Is there data to show that portions of Navajo and Tierrasanta that are outside of the development area would not be significantly impacted? Logically if the development area remains significantly impacted then any benefit gained by diverting traffic outside of the development area would result in shifting significant impacts to non-plan areas of

RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13, 2005 (cont.d)

Response to Comment LC48:

EIR page 4.4-7 has been placed in the correct location.

Response to Comment LC49:

Construction projects will occur at various locations throughout the Project Area. These noise levels will not be constant over a 30-year period. The length of any particular construction project would vary significantly depending on the size and type of project. All construction projects would need to comply with City of San Diego Municipal Code Section 59.5.0404.

Response to Comment LC50:

Please refer to response to comment BW1.

Response to Comment LC51:

EIR page 4.6-25 has been modified as follows:

Within the area labeled 'C6' (Figure 4.6-3), there is a vacant, undeveloped lot that is designated as Industrial and Sand and Gravel use in the Tierrasanta Community Plan.

Response to Comment LC52:

EIR Mitigation Measure BR1 simply requires that redevelopment activities use of project designs, engineering, and construction practices that minimize impacts to sensitive habitats and wildlife corridor/MHPA preserve areas. This is in addition to other biological mitigation measures as identified in Section 4.6, Biological Resources.

Response to Comment LC53:

EIR page 4.6-31 has been modified as follows:

Specifically, portions of the area labeled 'O3' in Subarea B (Figure 4.6-3) in the Navajo Community Plan Land Use are currently being used for Industrial purposes, but are designated as Open Space.

Response to Comment LC54:

EIR page 4.9-2 has been modified as follows:

The specific location and nature of future redevelopment projects is-are currently unknown.

RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13, 2005 (cont.d)

Response to Comment LC55:

The guidelines referenced in Mitigation Measure A1 are from the existing community plan language and no change is proposed.

Response to Comment LC56:

Limitation of building heights is not proposed as a mitigation measure at this level of environmental analysis. Please refer to response to comment TCC13.

Response to Comment LC57:

Please refer to response to comment LC55.

Response to Comment LC58:

Please refer to response to comment LC16.

Response to Comment LC59:

Traffic for traffic improvements identified within the adopted community plans were conducted in conjunction with the preparation and adoption of the community plan. Additionally, improvements identified in Section 4.2 of the EIR were studied as part of the traffic analysis. The EIR does not state that these improvements would reduce cumulative traffic. The EIR states that these improvements would help to reduce the cumulative traffic impact. Any future implementation of these improvements as identified within the adopted community plan would require additional traffic analysis based on current and projected traffic patterns. Please also refer to responses to comments DOT3, AG2, and DRS17.

- Navajo and Tierrasanta. Is this not true? Please delete the last two sentences from Para 5.1.2.
- LC60** 38. page 6-1, para 4, next to last sentence, Please explain what "extension of new infrastructure" means and be specific.
- LC61** 39. page 7-1, para 7.2 – Since traffic is going to be substantially increased in the project area will there be adequate pedestrian and handicap access across Mission Gorge Road to get to the River Park?
- LC62** 40. para 8.0 - Please add a para that covers "Effects Found Not to Be Significant" – The Alternate plan has the highest traffic impact with 65,895 average daily traffic between Mission Gorge place and Twain Ave vs 26,268 currently. Currently it is difficult to cross the streets due to traffic and with 2500 housing units in the area a large volume of pedestrians and bicyclists would expect safe access to the River Park in addition to the shops in the area. Action: Please add this issue as a sub-paragraph when addressing the alternatives of section 8.
- LC63** 41. page 8.2, table 8-1 – The transit oriented development alternative transportation circulation item is listed as less impact than the proposed plan. **Action:** Refer to the attached tables 1,3 and 4 (from vol 2) showing significant increase in transportation impact over the project plan and existing plan. Please re-visit this and explain or correct.
- LC64** 42. **page 8.2, table 8-1** – The no-project alternative is shown as having a greater transportation/circulation impact. The attached tables 1,3 and 4 (from vol 2) show significant increases in transportation impact over the project plan. **Action:** Please re-visit this and explain or correct.
- LC65** 43. page 8-3 para 8.1.1.3 – states, "Overall, the air quality impact would be greater than the proposed project." With the traffic increase in the project area of near 50% higher than the no project alternative (see attached tables 1, 3, and 4 from vol 2) this appears to not be true. **Action:** Please review and amplify the discussion to clarify while considering this traffic increase. Refer to section 4.3.5 and define the "upgrading or replacing stationary air pollution control equipment" in 8.1.1.3 and 4.3.5.
- LC66** 44. page 8-6, para 8.1.1.5 – states, "...this alternative would not meet most of the basic objectives of the proposed project." **Action:** Please summarize these objectives and discuss in para. 8.1.1.5 (referring to volume 2 would be good) so that the reader is not required to depend on faith.
- LC67** 45. page 8-8, para 8.2.1.15 - states, "...This alternative would not meet most of the basic objectives of the proposed project." **Action:** This statement is not appropriate in an engineering document. After stating that the No-additional development alternative "is environmentally superior to the proposed project" the paragraph goes on to state" this alternative will have greater impacts with hazardous materials, aesthetics and water quality/hydrology." There is a balance here that should be addressed and the statement,"

RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13, 2005 (cont.d)

Response to Comment LC60:

Reference to extension of infrastructure includes public facilities such as sewer and water pipelines, and roadways.

Response to Comment LC61:

Please refer to response to comment LC10.

Response to Comment LC62:

The comment is noted; however, the change suggested by the commentor is not required by CEQA. CEQA requires a comparative evaluation of alternatives to the proposed project that may potentially reduce or avoid the significant impacts associated with the proposed project.

Response to Comment LC63:

The data referenced by the commentor is for the General Plan Opportunities Area Map Alternative not the Transit Oriented Development Alternative. Please also refer to response to comment LC12.

Response to Comment LC64:

The No Project Alternative is compared to the proposed project; it is not compared to the General Plan Opportunities Area Map Alternative. The proposed project assumes development of the Project Area according to existing adopted community plan land uses. The No Project also assumes that the Project Area would be developed according to existing adopted community plan land uses. The conclusion that the No Project Alternative would result in a greater impact is based on the assumption that the overall development levels would be the same (although would occur at a slower pace); however, there would not be a mechanism to initiate private property access improvements and financing for public infrastructure improvements.

Response to Comment LC65:

The conclusion of a significant and unavoidable air quality impact is a result of the projected Project Area and regional vehicular traffic. EIR page 8-3 has been modified as follows:

However, the beneficial air quality effects of implementing a redevelopment plan, including provisions of public infrastructure improvements ~~and upgrading or replacing stationary air pollution control equipment~~ may not be implemented.

RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13, 2005 (cont.d)

Response to Comment LC66:

Because no Redevelopment Plan would be implemented, the No Project alternative would not meet most of the basic objectives of the proposed project (adoption of a redevelopment project area) as identified on EIR page 3-10.

Response to Comment LC67:

Because no Redevelopment Plan would be implemented and revitalization activities would not occur, the No Development alternative would not meet most of the basic objectives of the proposed project (adoption of a redevelopment project area) as identified on EIR page 3-10. Please also refer to response to comment HSA28.

RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13, 2005 (cont.d)

“This alternative would not meet most of the basic objectives of the proposed project.” Does not answer the question. This statement does beg the question and is not appropriate in what should be an objective engineering report. Please remove this statement here and from all other portions of the EIR.

LC68

46. page 8-9, para 8.3.1.2 **Action:** Change to read”...a net increase of 50,359 daily trips (see table 4.2-3) compared to the proposed redevelopment project which is estimated to generate an increase of 31,606 daily trips” (see table 4.2-2).

LC69

47. page 8-9, table 8-2, **Action:** Change table title to “Increased Trip Generation for the General Plan Area Map Opportunities Alternative” . Change summation (bottom line) of table to read, ”Total Increased Alternative Project Area Trips.

LC70

48. page 8-22, para 8.3.1.15 – States this alternative would meet most of the basic objectives of the proposed project.” **Action:** This statement does not include the restatement of the basic objective. For one, traffic will be unacceptable (see tables 1,3, and 4 of appendix D. vol. 2, attached). Traffic at 1-8 currently is 48,581, with the project plan it will be 76,600 and with the general Plan Area Opportunities Map Alternative it will be 88,195. Include this data in the conclusion.

LC71

49. page 8-22, Para 8.4 – There appears to be no analysis for the TOD plan. Is it in vol. 2? **Action:** Add the analysis to vol. 2 shown the figures for the 2500 dwelling units. Please show how an increase of 2500 housing units would “result in less environmental impacts to transportation/circulation”.

LC72

50. page 8-23, para. 8.4.1.2, From what analysis did the “7, 200 average daily trips less than the proposed project” for the TOD alternative originate. It is not covered in the vol.2 analysis. In fact the TOD alternative is not mentioned in vol. 2. **Action :** Please include the full TOD alternative analysis in vol. 2.

Additional Comments:

LC73

1. When and if the Navajo Community Plan is revised to accommodate the redevelopment plan, the communities of Allied Gardens and Grantville should become a separate area with its own community plan. The “economic vitalization” and the new character of this area that is projected due to the redevelopment of Grantville and Allied Gardens warrants strong consideration of this suggestion. **Action:** Please address this possibility and include in the EIR when addressing the revising of the Navajo Community plan and the Tierrasanta Community Plan.

LC74

2. The EIR appears to be a large brochure selling redevelopment. For example:
a. using phrases such as, ‘this is consistent with the community plan’
b. using tables such as table 4.2-4 showing (increased) “trip generation for the proposed (community plan)project”. And labeling in bold text (Total Community Plan Trips” is the bottom line of the table. The casual reviewer of the EIR would read the table as it literally depicts. That is, that there are 31,606 actual trips that

Response to Comment LC68:

The trip generation associated with the proposed project is depicted on Table 4.2-4. The trip generation associated with the General Plan Opportunities Area Map alternative is shown in Table 8-2. The text on EIR page 8-9 has been modified as follows for clarification:

Redevelopment of the Project Area according to the General Plan Opportunity Areas Map Alternative would generate a net increase of 50,359 daily trips {see Table 8-2}, ~~—{the proposed project is estimated to generate approximately 31,606 daily trips}~~{see Table 4.2-4}.

Response to Comment LC69:

Table 8-2 depicts the trip generation estimated for the General Plan Opportunities Map Alternative which is 50,359. This is a net increase of 18,753 average daily trips over the proposed project.

Response to Comment LC70:

Comment noted. Please refer to response to comment HSA28.

Response to Comment LC71:

Please refer to response to comment LC12.

Response to Comment LC72:

Please refer to response to comment LC12.

Response to Comment LC73:

Comment noted. Any amendment to the Navajo Community Plan, including formation of the communities of Allied Gardens and Grantville into a new community plan area, would require review and approval by the City, including detailed CEQA analysis and preparation of a new community plan.

Response to Comment LC74:

Comment noted. The reported trip generation is based on development of existing adopted community plan land uses in the Project Area.

LC74
(cont'd.)

will affect Mission Gorge due to the “proposed” project. Same comment for table 8-2.

LC75

- c. The TOD alternative is not included in the vol. 2. It appears that the TOD alternative is an afterthought after it was realized that the analysis for the (Navajo) Community Plan project, and the Redevelopment Project was not acceptable. In fact, the best alternative was the “No Additional Development Alternative”. So without time to send the Transit Oriented Alternative back to the analysts it was decided to drop the TOD alternative in the EIR with conjectural analysis and hope it sells.

LC76

- d. The power of tables 1,2 and 4 in the vol. 2, appendix D. produced in 3 sequential pages would allow even the causal reviewer the opportunity to easily compare the alternative plans, related to traffic, yet this data is scattered in vol. 1 in tables 4.2-1, 8-3.

Thank you,

Lee Campbell

RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13, 2005 (cont.d)

Response to Comment LC75:

Please refer to response to comment LC12.

Response to Comment LC76:

Comment noted.

**RESPONSE TO COMMENT LETTER FROM LEE CAMPBELL, DATED FEBRUARY 13,
2005 (cont.d)**

Response to Comment LC77:
Comment noted.

Attachments to follow:

LC77

1. Letter from Jim Madaffier Requesting thet road extensions be removed.
2. tables 1, 2 and 4 from Draft Grantville EIR vol 2, Appendix d.

Table 1. Distance to CNEL Contour Lines, Existing, BRG Community

Aerialized / Number	Aerialized Type	Speed Limit	BLVD	BLVD	St. Traffic	Avg. Daily Traffic	Distance to Traffic-Cong. Corridor		From Near		From Far	
							662B	662B	1/2 Mile	1/2 Mile	1/2 Mile	1/2 Mile
6	6	30	ABOVE	1.84%	0.74%	59,081	73.0	225	100	78	56	---
6	6	30	ABOVE	1.84%	0.74%	46,457	74.0	170	95	94	---	---
SANDMOUNT AVENUE												
6	6	30	ABOVE	1.84%	0.74%	46,231	74.0	170	95	74	---	---
MISSION CORRAL ROAD												
4	4	30	AT	1.84%	0.74%	26,208	67.0	183	75	---	---	---
4	4	30	AT	1.84%	0.74%	22,041	66.5	170	69	---	---	---
6	45	45	AT	1.84%	0.74%	42,915	72.5	428	300	83	---	---
6	6	45	AT	1.84%	0.74%	23,717	70.0	300	130	50	---	---
6	6	55	ABOVE	2.86%	0.74%	18,707	71.0	110	82	87	---	---
WABING ROAD												
4	4	35	AT	1.84%	0.56%	16,271	66.5	170	69	---	---	---
4	4	35	AT	1.84%	0.56%	18,906	66.5	170	69	---	---	---
Zion Ave. to Oculi Ave.												
South of Oculi Ave.												

[illegible]

11 "AT ARROW, and DISTAW prior to the elevation of the surrounding area relative to the material.

When and where to take?

Table 3. Distance to CNEL Contour Lines, Horizon Year 2030 With Project, BRG Graniteville

Arterial / Branch Type	Speed Limit, mph	Blow-by	% Trucks	Hwy	Avg Daily Traffic	CNEL @ 60' From Hwy		Distances to Traffic CNEL Contours From Hwy				
						At 2030	At 2030	400'	700'	1000'	1500'	
PHASE ROAD												
6	50	ABOVE	1.84%	0.74%	77,800	76.5	335	115	84	61	---	---
6	50	ABOVE	1.84%	0.74%	64,400	75.5	268	105	80	54	---	---
WILKINSON AVENUE												
6	50	ABOVE	1.84%	0.74%	76,600	76.5	335	115	84	61	---	---
MISSION GORGE ROAD												
4	30	AT	1.84%	0.74%	34,300	70.5	200	140	56	---	---	---
4	30	AT	1.84%	0.74%	51,000	70.0	300	130	50	---	---	---
6	45	AT	1.84%	0.74%	58,700	74.0	530	255	110	---	---	---
6	45	AT	1.84%	0.74%	39,500	72.0	395	185	75	---	---	---
6	55	ABOVE	1.84%	0.74%	34,500	73.5	155	95	72	---	---	---
WARNING ROAD												
4	35	AT	1.84%	0.74%	18,800	66.5	170	89	---	---	---	---
4	35	AT	1.84%	0.74%	20,700	67.0	185	75	---	---	---	---

* Aerial Types: 1) 2 lanes, 35 mph or less; 2) 2 lanes, 40 mph; 3) 2 lanes, 45 mph or more; 4) 4-6 lanes, 35 mph or less; 5) 4-6 lanes, 40 mph; 6) 4-6 lanes, 45 mph or more; 7) 4-6 lane freeway, 55 mph or more; 8) 8 lane freeway, 55 mph or more.

** 'AT', 'ABOVE', and 'BELOW' refer to the alignment of the surrounding area relative to the aerial.

WIELAND ASSOCIATES

Table 4. Distance to CNEB Contour Lines, Alternative 2030, BRG Grantville

General Plan Area Map

Arterial / Road	Arterial Type	Speed Limit, mph	Dist**	9. Trips		Avg. Daily Traffic	CNEB @ 30'		Distances to Traffic CNEB Contour Lines			
				Min.	Max.		Year 2030	Year 2050	6000'	7500'	9000'	10500'
BRIDGES ROAD												
1-15 NB Ramps to Rancho Mission Rd.	6	50	ABOVE	1.84%	0.74%	79,008	79,008	76.5	335	115	84	61
Rancho Mission Rd. to Santa Rd.	6	50	ABOVE	1.84%	0.74%	65,608	65,608	75.5	258	105	80	54
FAIRMOUNT AVENUE												
1st BU Off Ramp to Camino Del Rio N.	6	30	ABOVE	1.84%	0.74%	88,195	88,195	77.0	370	120	86	64
MISSION GORGE ROAD												
Mission Gorge Pl. to Twyla Ave.	4	30	AT	1.84%	0.74%	65,895	65,895	71.0	340	135	82	62
Twyla Ave. to Vandover Ave.	4	30	AT	1.84%	0.74%	62,995	62,995	71.0	340	135	82	62
Primer Rd. to Zane Ave.	6	45	AT	1.84%	0.74%	60,191	60,191	74.0	320	215	110	80
West of Primer View Dr.	6	45	AT	1.84%	0.74%	41,191	41,191	72.5	428	200	85	64
West of Jackson Dr.	6	55	ABOVE	1.84%	0.74%	36,191	36,191	74.0	170	95	74	54
WARDING ROAD												
Zane Ave. to Oriskany Ave.	4	35	AT	1.84%	0.74%	17,999	17,999	66.5	170	89	69	49
South of Oriskany Ave.	4	35	AT	1.84%	0.74%	19,899	19,899	67.0	185	105	85	65

* Arterial Types: 1) 2 lanes, 35 mph or less; 2) 2 lanes, 40 mph; 3) 2 lanes, 45 mph or more; 4) 4-6 lanes, 35 mph or less; 5) 4-6 lanes, 40 mph; 6) 4-6 lanes, 45 mph or more; 7) 4-6 lane freeway, 55 mph or more; 8) 6 lane freeway, 55 mph or more.

** AT, ABOVE, and BELOW refer to the elevation of the surrounding area relative to the arterial.

THE CITY OF SAN DIEGO



JIM MADAFFER
COUNCILMAN
SEVENTH DISTRICT

April 26, 2002

Deanna Spehn, Chair
Tierrasanta Community Council
10371 Metador Court
San Diego, CA 92124

Dear Mrs. Spehn:

Recently, there has been a lot of misinformed community dialog on the issue of the City of San Diego's Master Bicycle Plan as it relates to the terminus of Tierrasanta Boulevard and the generated fears of Tierrasanta Boulevard connecting to Mission Gorge Road. I have done my best to keep the residents of Tierrasanta informed as to my thoughts on this matter. As a resident of Tierrasanta for nearly 20 years, I have never and will never support an extension of this road.

With the revised Tierrasanta Public Facilities Financing Plan (PFFP) up for approval by the City Council, and in an effort to bring these outstanding road projects to closure, I am requesting a letter from The Tierrasanta Community Council which formally asks the Council Office to work to remove the following projects from the Tierrasanta Community Plan:

PROJECT NUMBER	PROJECT DESCRIPTION
47-04B	Tierrasanta Boulevard-Colina Dorado to Mission Gorge Road
47-06B	Clairmont Mesa Boulevard-Rueda Drive to Jackson Drive
47-07	Jackson Drive-Mission Gorge Road to SR52
47-11	Santo Road-Patriot Street to Ambrosia Drive

-Continued-

http://www.tierrasantacc.org/Issues/road%20issue/road_e3.gif

2/14/2005

As I have stated on numerous occasions, I am not in support of these projects, and it is my hope that removing them from the Community Plan will dispel any further discussion of the possibility of such matters.

Thank you for your cooperation in this matter. I look forward to working together to see these issues resolved.

Sincerely,



Jim Madaffer
Councilmember

JM/ea

cc: Tierrasanta Community Council Members

http://www.tierrasantacc.org/Issues/road%20issue/road_e4.gif

2/14/2005

February 14, 2005

Mr. Tracy Reed
Redevelopment Agency
600 B Street
Fourth Floor, MS-904
San Diego CA 92101-4506

Dear Mr. Reed:

BT1

There are some issues I have regarding the Grantville Redevelopment Project. There are no housing units located within the Project Area; however, there is concern that housing will become an issue in the future which would have an impact on the whole infrastructure of the community. The household use of our water supply is only one area of impact.

BT2

I have already addressed traffic and safety that more cars and no roads is not going to give a balanced equation.

BT3

A potential historic structure, The Ascension Lutheran Church, not my church, should not be relocated or destroyed if that issue ever comes up due to the climate of the economy unless the congregation concurs. To do so would go against one of the reasons our country was founded, i.e., freedom to worship or not to worship as one chooses.

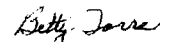
BT4

NCPI as the body to make the decisions if Redevelopment passes is not a good idea. Del Cerro and San Carlos together have 12 votes while Allied Gardens/Grantville have 6 votes - that is not equal representation.

Thank you for your time.

Respectfully submitted,

BT5


Betty Torre
7124 Kighley Street
San Diego, CA 92120
Ph: (619) 286-1355

RESPONSE TO COMMENT LETTER FROM BETTY TORRE, DATED FEBRUARY 13, 2005

Response to Comment BT1:

Comment noted. The EIR evaluates the potential buildout of the Project Area, which contains primarily industrial and commercial uses. Please refer to responses to comments PRD2, DD12, RM4, BC5, LM6 and HSA2.

Response to Comment BT2:

Comment noted. Please also refer to DOT3 and DD6.

Response to Comment BT3:

Comment noted.

Response to Comment BT4:

Comment noted.

Response to Comment BT5:

Comment noted.

**City Council Hearing
Public Comment on Grantville Redevelopment Project Draft
Program EIR
January 25, 2005**

MALE: Call the roll.

FEMALE: Council member Peters, Deputy Mayor Zucchet, Council member Atkins, Council member Young, Council member Maienschein, Council member Frye, Council member Madaffer, Council member Inzunza, Mayor Murphy.

MAYOR: Here.

MALE: When we broke for the noon recess, ah, we still had, ah, one redevelopment agency item that had not been finished. It was entitled, get my notes here. It was #2, actions regarding the public hearing to receive comments on the draft program environmental impact report for the Grantville Redevelopment Project. Um, staff ready to go on that? Um, we do have some speakers in opposition, ah, Mr. Madaffer, I guess I'm looking to you for your thoughts on this. Do we need a brief, brief staff report?

MR. MADAFFER: Well, I think the Council would probably want to have that, but, ah, it's up to the City Council.

MAYOR: Well let's give ah, let's do ah, can you give us a briefer one? Do you have a five-minute one instead of a 15-minute one?

MALE: Um, I can just go for this, yes, yes, Mayor.

MAYOR: Okay, why don't you see what you can do in five minutes and then we'll let the speakers speak to the item.

TRACY REED: Um, good morning, Mayor and Council members. I'm Tracy Reed. I'm the Project Manager for the Grantville Redevelopment Study. The redevelopment agency's procedures for implementing CEQA requirements require the agency to conduct a public hearing in order to obtain public testimony on the draft program EIR. The draft EIR provides a programmatic evaluation of the potential impacts associated with the proposed redevelopment project. Um, the proposed redevelopment project, um, the proposed redevelopment plan is the project and is consistent with the adopted community plans and I kind of emphasized that it's consistent with the adopted community plans and that's quite a bit of what the questions are that we're getting from the public. Um, a majority of the project area is within the Navajo Community Plan area. Um, the project area consists of underutilized land and buildings, incompatible land uses, parcels of irregular size and form and insufficient parking and inadequate vehicle access and recently some flooding problems. Um, the adopted planning documents that govern this area are the City's general plan, the Navajo, Tierrasanta and the

College area community plan. Um, the map behind me today is the existing land uses for the project area and I emphasize that this is the existing land uses in the project area and not what the community plan land use designations are and, ah, the project area consists of 970 acres. As part of the Grantville Draft Program EIR, we're looking at the long-term environmental effects and CEQA defines significant effects as two or more effects, which, when considered together, increase other environmental impacts. The significant mitigated items that can be mitigated, um, regarding the impacts are water quality and hydrology, hazards and hazardous materials, biological resources, public services and air quality. Just to give you an example of how we can address the hydrology issue is that new development shall prepare a detailed hydrology study to address onsite and offsite drainage. Regarding the biology issues, the redevelopment policies would require the use of project designs and engineering and construction practices that would minimize impacts to sensitive habitats and there is significant, unavoidable impacts that would take place dealing with air quality admissions because of the additional traffic and that several roadway segments and intersections within the project area would experience a level of service E or F. That doesn't mean that they're not already at E or F. It's just part of the impacts as you build out per the community plan. CEQA also requires us to look at several alternatives. We did the no-development plan alternative. We did the no-additional-development alternative. We used the opportunity concept plan, which is in the new general plan, and we also used the transit-oriented principles. Under the transit-oriented principles, it anticipates land uses that would be consistent with the transit-oriented development principles and this alternative in the draft was found to be better than the proposed project or adopted community plan. The agency has provided several opportunities for the public to review and provide comments. We did a notice of preparation in July 22 of 2004. We had a scoping meeting in July 26, 2004. The draft has been out and distributed since December 13. We are having this public hearing and at the public comment period goes to January 31, 2005. The document has been distributed across a lot of spectrums. It has gone to the State Clearing House, 23 taxing agencies, the community planning groups. We have the Grantville Redevelopment Advisory Committee. It has been at the Navajo Service Center. It's a four different libraries and it's been available on the Internet since December 13. Regarding the Internet, we've had about 150 people access the document and look at different portions of it since it's been on the Internet. The map behind now illustrates the land uses per the Community Plan and you can see how the designations and the uses are a little bit more in mass areas instead of a mismatched quilt like the existing uses. The proposed redevelopment plan and project will reduce the occurrence of incompatible land uses that exist within the project area. And new development within the project area will comply with the adopted community plans and the City's land development code. And that concludes the status report.

MALE: Your Honor.

MAYOR: Okay, Mr. Madaffer, before I call on people you want to say something?

MR. MADAFFER: Yes, if that's okay with you, Your Honor. I just wanted to mention for, especially for those that might be testifying today, just my interest and I've checked with redevelopment staff on this of actually extending the public comment period beyond today's hearing to the 14th of February and I just wanted to have, that's Monday, February 14, just in the abundance of having the most time possible, I just want to make sure that that's okay with staff.

RESPONSE TO COMMENT FROM THE CITY COUNCIL HEARING, PUBLIC COMMENT ON GRANTVILLE REDEVELOPMENT PROJECT DRAFT PROGRAM EIR TRANSCRIPT, JANUARY 25, 2005

Response to Comment RB1:

No existing residences are located within the Project Area. Any future project proposing residential uses within the Project Area would require approval of a community plan amendment and subsequent environmental review pursuant to CEQA.

Response to Comment RB2:

Comment noted. Please refer to response to comment TCC13.

Response to Comment RB3:

Comment noted.

RB1

RB2

RB3

MALE: Yes, that works within our time-frame and schedule.

MAYOR: Okay? All right, we do have several speakers. Ah, let's begin with um, ah, hmh, Ray Bealman and then Albert Gotleib.

MALE: I'm Ray Billman.

MAYOR: Ray Billman, excuse me.

RAY BILLMAN: I'll start this out with the excitement, I called Mr. Reed quite awhile back and I, he answered the phone and he said where do you live. I says I live in Grantville. He says you're not involved, so we had a little turn there, but what happened was, I believe, is the houses were okay, but Mission Valley, the road down there and near the Mission and all the problems that they're having in that area. The thing that most people in Allied Gardens don't have have jobs and they don't know the details of what's going on. We just had another lot vacant up by the library. There was a single-housing unit. Immediate, shortly after the house was bought, they went condominiums for senior citizens. So right away, they want to change it to smaller units and these things keep happening on. The Allied Garden group, they're part of the Navajo. They had a meeting and they said an area wanted, the area was too high. You could only go so high. The developers wanted to go longer. They had a meeting and this is in the Allied Gardens area. They lost by one point, by one vote, and we had two members of that meeting there. So what happened is they got it, the Navajo got together again and left Allied Gardens out and then beyond that, they have voted again and they won by one vote. In other words, we were not part of it when we're not wanted, we're not part of it, that simple. A Tierrasanta gentleman sat next to me at a meeting and he says I'm glad that to be part of this. We're right together, you're so close and everything. He said, yeah, and we want to be sure that this area goes, that's being built doesn't go too high and lose just Tierrasanta's view of the mountains and whatever. So we are not veterans of work in this. I was, it said there are 17 of these units. I've only heard of one in City Heights. I went down there and I was seeing how things were going and you know, the answer was this. We love it, it's great, it's going, but he said, they said, but then they kept on going and going until it suddenly became some kind of big crowded area once again. The City Heights Development, that's a City Heights area. So I have one more thing to say since that gentleman got up and condemned the Council people. I was following that along with the one with the County Board of Supervisors who set up a 9/11 practice and worked with the FBI and the police and I know it's not part of it, but that gentleman yelled at those guys. I'm saying this, they should had, these were new people and they went out on their own into something as serious as that without leadership and now one of them died and they still want to, they still want to ____ the others, but I'm going to say.

MAYOR: Okay, I got to stop you, Mr. Billman, because I got a lot of people here this afternoon.

MR. BILLMAN: Okay.

MAYOR: Everybody gets three minutes.

**RESPONSE TO COMMENT FROM THE CITY COUNCIL HEARING, PUBLIC
COMMENT ON GRANTVILLE REDEVELOPMENT PROJECT DRAFT PROGRAM EIR
TRANSCRIPT, JANUARY 25, 2005 (cont.d)**

MR. BILLMAN: But I just want to know that they should not do this because if something happens to either one of 'em, the people, the young man who died, their folks won't feel any better.

MAYOR: Okay, remember we have three large groups who all want to be heard this afternoon. This Council is willing to stay as late as you want, but I want to try to be sensitive to those that, ah, have already waited a long time. Albert Gotlieb? Not here? Okay. Ah, Charles Little. And on deck, ah, Jarvis Ross and just so the rest of you know, when I say "on deck" that means if you sit in the front row like Mr. Ross is or we have a seat in the front called with a little yellow sign that says "reserved for next speaker" so if you're called on deck it'll save just a little bit of time if you come up and sit in either that seat or some other seat in the front row. Ah, Mr. Little, go ahead.

CHARLES LITTLE: Ah, Charles Little. Um, thank you, Mr. Mayor, members of the Council. I, I really am against the, the redevelopment, not for the fact that the area couldn't use redevelopment, but so far everything I've seen down there, for example, when Honda came in, I called the previous council member's office and asked them to give me some indication how they were going to take care of the problem with the traffic there. Oh, we've got that taken care of and I said, there's no way you can take care of it. They assured me that they were going to take care of it. Well, they dam sure did, they just made it that much worse. And then we come in and we have ah, the Home Depot next door to it and that adds more traffic to it. We put in Sav-On and that adds more traffic. This morning, you've got before you or should have before you the draft EIR report. I would ask you to look at that very carefully. In there, they have numbers of the traffic going through the intersection of Fairmont and Mission Gorge. Two friends of mine and myself came through there this morning. We came down to the light at Mission Gorge. It was green, nobody in front of us. It took us three minutes to get through on to Mission Gorge and to get through the next light. It took is four minutes to get on the Highway 8 East. Now, we've got a problem there with traffic and it's a very serious problem. Ah, if you bring more, as the report would indicate, they're not going to alleviate traffic. You've said that in as one of the goals and we're going to alleviate traffic. Well, you're not. There's no way you can do it. The physical constraints of that we now have the trolley going across there. That's going to bring more people in. And with the on, onramps and off ramps there, there's no way, Mr. Medapher, that we're going to be able to take care of increasing the traffic flow and I would defy anybody to come up with something that is cost effective that we could do it. Now the other thing is that, well I'll stop now, thank you.

MAYOR: Jarvis Ross followed by Holly Simonette.

JARVIS ROSS: Jarvis Ross, first let me compliment Council member Tony Young and Ryan Manshine for their comments with regard to the College Grove Shopping Center. Those were pertinent remarks and questions that both of you made. Why am I here? Why am I concerned about a Grantville Redevelopment Zone? Because it's past time for this City to examine redevelopment abuse and ineptitude. John Moores celebrates his successful con job downtown in getting acres of land at below value in return for a ballpark and no infrastructure levies for police and fire on his developments. The latecomers will have to pick up that tab. Let us fantasize for a moment. How much money would we save annually by doing away with the

Response to Comment JR1:

Comment noted.

JR1

RESPONSE TO COMMENT FROM THE CITY COUNCIL HEARING, PUBLIC COMMENT ON GRANTVILLE REDEVELOPMENT PROJECT DRAFT PROGRAM EIR TRANSCRIPT, JANUARY 25, 2005 (cont'd)

Response to Comment HS1:

Please refer to response to comment HSB1.

Response to Comment HS2:

Please refer to response to comment HSB2.

Response to Comment HS3:

Please refer to response to comment HSB3.

Response to Comment HS4:

Please refer to response to comment HSB4.

Response to Comment HS5:

Please refer to response to comment HSB5.

Response to Comment HS6:

Please refer to response to comment HSB6.

JR1
(cont'd.)

HS1

HS2

HS3

HS4

HS5

HS6

redevelopment agency? The salaries, the retirement benefits, the consultants, the attorneys, the condemnation appraisals, the lawsuits, the dog and pony slide shows, the land give-aways to developers, the charades of public involvement served with coffee and sweet rolls. Need I mention the agencies, bond issues and interests. Add it up on all a year-after-year basis and we can fix some of those neglected potholes and broken sidewalks. The biggest con of all is those people who own property and think they're going become rich when the appraisals come in. If they are shocked at the low appraisals and threats of condemnation, they are dumbfounded when they find out that any environmental clean-up will be deducted from the appraised price. They're even more shocked when the land is frequently given to wealthy developers for pennies on the dollar. Have people so soon forgotten what happened downtown. Some of the one-of-a-kind, viable businesses and the give-away of the \$300 million NTC property to Corky-Macmillan for \$8.00. Even that paltry sum was refunded to him along with 8 plus million dollars. Grantville is just another attempt at City subsidizing the Small Business Association and their full-age ads in the UT on one hand while destroying viable businesses in a redevelopment area. What happened to free enterprise? Stop the con job. It's not only here, it's all over the city.

MAYOR: Holly Simonette followed by Don Stillwell.

HOLLY SIMONETTE: My name is Holly Simonette and I am a homeowner between sub areas A and C. Honorable Mayor Murphy and Council members, thank you for allowing me to speak today about my concerns related to the Grantville Redevelopment Project and the Draft EIR. Council members Frye and Atkins, my comments also relate to the ongoing lack of government transparency and the community's right to know. The entire community of Grantville and Allied Gardens has been kept in the dark about what the City's redevelopment agency and private developers are trying to do in our neighborhoods. Those of us who live near the project area have not received updates or notices and have had to find out information on our own or by word of mouth. Talk about secrecy at City Hall. I am here today with petitions in opposition to the Grantville Redevelopment Project. They are signed by my neighbors and local business owners, who live and work near the sub areas. My neighbors and I are continuing to gather signatures, Mr. Medapher. We respectfully request that you stop the project immediately. I am also here to address concerns about the Draft EIR. The project description on page 3-6 says the project will serve as a catalyst to reverse the physical and economic blight in the area. What blight? How can you say there's blight when housing prices in our neighborhood have gone up 23.5% in the last year and the median price is over \$530,000? We all know traffic in the area is bad. It's the thing people complain about the most. In fact, people already drive on Twain and Crawford near my house to avoid the traffic mess on Mission Gorge. Your own highly paid experts say the redevelopment project would add more than 31,000 cars along Mission Gorge and Friars Roads and other areas of the project, but they note that even with some road improvements, "the cumulative impact would remain significant and unavoidable." This means even more cars will be driving through my neighborhood to avoid the increased traffic congestion on Mission Gorge. That puts more kids at risk for being hit by a car, more accidents and more exhaust around our schools. In short, there's going to be more traffic in my neighborhood because traffic on Mission Gorge is going to stay screwed up. Your expert's analysis of the long-term effects on the air quality concludes that combined emissions from the redevelopment project area and other developed areas in the basin are expected to continue to exceed State and Federal standards in

RESPONSE TO COMMENT FROM THE CITY COUNCIL HEARING, PUBLIC COMMENT ON GRANTVILLE REDEVELOPMENT PROJECT DRAFT PROGRAM EIR TRANSCRIPT, JANUARY 25, 2005 (cont.d)

Response to Comment DS1:

Please refer to response to comment DSA1.

HS5
(cont'd.)

the near term and the emissions associated with these developments will exceed threshold levels. In short, more vehicles in industry in the redevelopment project area will keep the air quality unhealthy in our neighborhoods. I just have two sentences, please. Honorable Mayor Murphy, Council members, do not ignore the findings of your own experts.

MAYOR: Ma'am, you got to give us one sentence to sum up.

HS6

HOLLY SIMONETTE: I am almost done. And put a rubber-stamp of approval on this Draft EIR or the Grantville Redevelopment Project. There is no reason to screw up traffic and air quality even more for a project that has no justification in the first place because there is no blight. Thank you.

MAYOR: Don Stillwell followed by Joel Stillwagon.

DS1

DON STILLWELL: I'm one of those people that have to use public transportation. I came down here and spoke to you about the buses at the Mission San Diego trolley stop that are incapable of being there when the trolley gets there. They get three minutes before the trolley and the MTS just told me, well be sure to use the trolley that makes a connection, don't use the one that happens to get there three minutes late. Now that's really classy. The trolley stop at Mission San Diego is to be avoided when they change the bus routes. They're going to come down and miss it by _ of a mile. They say that's close enough, use the trolley stop that's another _ of a mile from the house. Well, I love to walk, but I don't think that everybody that lives on my street loves to walk. Interestingly, I am really intrigued by the fact that the trolley stop at Grantville was such a huge trolley stop. Go up 77 steps. We got two elevators. I mean it's wonderful, but why did they put it there, such a huge monstrosity, when there's nothing there. And so I was waiting for somebody to say, we're going to have an Indian casino there or something, I mean, there's got to be some reason that it was put there and then all of a sudden I read in the paper about this redevelopment thing. Those guys there said they spent two years deciding how they were going to build a trolley stop. I finally walked down to see it because I don't live that close to it to walk by it most of the time, but what I'm trying to say is you want people to use public transportation. They talk about they're going to have buses coming in and out of that new trolley stop and it uses Alvarado Canyon Road. I told the MTS Board they'd be a whole lot better to have people come and look down and see all the traffic and say that's a good reason for using the trolley. I don't know why or what their plans are and I don't know whether you guys all knew the same thing at the same time. It just seems to me that as if all of a sudden we got both things and I said, okay, somebody worked together and there's some reason why you want this set up. Well, then it says, okay, they have the right of condemnation or something like that. I don't know what you call it. Is somebody making some bucks out of this thing? I mean, don't look at me sadly. I mean, I ride the bus and I use the trolley all the time. I may use them four or five times a day. My point is they can't send a bus to make connections with the existing trolley, the next trolley they want to change the bus so that it goes close to the original stop, they won't take it away, but what in the world are you planning on doing down there? You've got to have some ideas of something there that's going to help people get rid of the traffic, not make more. I just, hey, I hope you think real strongly about that.

MAYOR: Joel Stillwagon.

**RESPONSE TO COMMENT FROM THE CITY COUNCIL HEARING, PUBLIC
COMMENT ON GRANTVILLE REDEVELOPMENT PROJECT DRAFT PROGRAM EIR
TRANSCRIPT, JANUARY 25, 2005 (cont.d)**

Response to Comment JS1:

Comment noted.

Response to Comment JS2:

Comment noted. Please refer to response to comment HSB2.

JS1 JOEL STILLWAGON: Mayor, Council members. I'm Joel Stillwagon of _____. I'm a second-generation business owner in that area. We've been walking around our neighborhood checking all our other businesses and we've all been kind of been upgrading our business fronts. Myself, I've already spent around \$25,000 on the building and just to find out yesterday in the newspaper that they're going to pretty much demolish my area and my business and I'm just about ready to get a government grant for doing work for the Department of the Defense but now that gets put on hold because we don't know what we're going to do with our building. Other than that, the traffic is always going traffic no matter what. Even LA shows that we're just going to have more people moving to the area, more traffic, more businesses, more people working there, so it's going to be congested anyway. And, ah, I'd like to be informed, you know, at least like to know what's going on and I've never received any flyers, like I said I heard word of mouth and then by accident the newspaper yesterday that this was actually coming down today. Thank you.

JS2 MAYOR: All right, that ends the people who put in speaker slips. I'll go to Mr. Madaffer.

MR. MADAFFER: Thank you, Your Honor, and I first want to start off and thank those that came down today to provide input. My intention all along has been to be able to promote what we're doing with this concept and to hear your input as much as possible. It's one of the reasons I wanted to extend the public comment period. You know, I've formed something called the Grantville Redevelopment Advisory Committee. Gosh it's been well over a year ago now as a tool really to take more community input on this thing. There was no requirement to have to even do that in the law, but I thought it was just important especially hearing people concerned about redevelopment issues. I wanted to do the opposite of what had been happening in the past where maybe there wasn't enough public dialogue and I can't think of an issue in the local area that has had more public publicity and opportunity for comment than this Grantville Redevelopment Area. I think we've all heard the story, you're very familiar with the area Grantville is a conglomeration of a lot of older, underutilized properties, irregular shaped parcels, it's a traffic nightmare, it's a flooding nightmare, it's a problem in so many respects, and yet after hearing some of the testimony, it sounds like we might be better off just doing nothing. You know, I don't happen to share that. I totally agree with the comments of Mr. Little wherever you are in what you had to say. What happened in building Home Depot and that Sav-On is exactly the reason why this redevelopment area should be formed. Right now, all those things are done what's called by right, pursuant to the community plan. There is no governing oversight really beyond what their property is zoned at, so you end up with a hodge-podge of things that come in there where they don't provide the mitigation that we should be exacting from a traffic standpoint. They end up causing more problems than what we get and what does the City of San Diego get out of it? To build, fix roads, nothing. You really the City gets what you get out of property tax, 17 cents on the dollar. In a redevelopment area, you've heard this and you say at ad nauseam probably, but you end up with 67 cents on the dollar for the additional value that that property becomes and those are funds that can only be spent in the area and the wish list for the Grantville area are extensive. They include many of the things that I heard today. The traffic issues will not materialize under a plan where you actually have monies to take care of these traffic issues. If you take, for example, the ridiculous off-ramp from Interstate 8 right now at Mission Gorge Road where cars are merging into Alvarado Canyon Road. That's

got to get replaced and that's on the plan. Synchronization of lights at Mission Gorge Road. There's parks, there's libraries, there's flood control issues. Those things will all come from Grantville Redevelopment and it, I believe in the end, through a public deliberative process will provide for a much better planned area and one that citizens are going to have a freer flow of traffic than what they have now so my interest in Grantville is simple. It is to preserve the quality of life that the neighbors enjoy in adjacent Grantville and Allied Gardens communities #1 and #2 to provide a vehicle and a tool through redevelopment to make that happen and that's really what we're all about here and that's why this thing was initiated. Today, obviously what we're here to do is really nothing more than to receive public testimony on the draft environmental impact report. I've asked, as I said, that we extend the comment period to February 14th. I would hope that many of you submit comments in writing one way or the other and that most importantly that you stay involved with the process. For those of you that aren't familiar, I'll give you my website address. It's simple, it's just jimmadapher.com/email. If you just do that, jimmadapher.com/email, sign up for my email newsletter. We'll keep you informed. Go to sandiego.gov and sign up for the redevelopment agency's mailing list for Grantville and get involved. Come to the community meetings. Come to the Grantville Redevelopment Advisory Committee meetings. I want public participation. I want public input in this process. I believe I want what you all want and that is the best community we can have and using the laws of redevelopment, we can actually capture more of the tax increment to be able to make those public facility improvements to eliminate the problems that we've been having in the area, traffic, flooding, etc. So with that, I don't know what's the action that we're. It's just simply accepting.

MAYOR: I don't think there's any action, really, it's just a public hearing to provide public input. I don't think we even need an action to accept a report, do we Mr. City Attorney? Or maybe I should ask the staff. There's no action right?

MALE: No, no action on this one.

MR. MADAFFER: Okay, thank you.

MAYOR: Ms. Frye.

MS. FRYE: Thank you and I and I am glad that was explained so that people understood that this was just, um, a hearing to receive comments on the draft environmental impact report, which is sort of an unusual action or lack of action, I guess. Generally, um, acting as a member of the City Council, I don't recall ever actually being able to provide any comments to you on the draft EIR, so could you explain to me how acting as a member of the redevelopment agency, how that role is different.

MALE: Well the agency has, you know, has basically certifies the document as the agency and as part of those procedures that have actually been in existence since 1990, the agency calls for a public testimony period while the draft EIR is out. It is unique and.

MS. FRYE: Yeah, it is.

RESPONSE TO COMMENT FROM THE CITY COUNCIL HEARING, PUBLIC COMMENT ON GRANTVILLE REDEVELOPMENT PROJECT DRAFT PROGRAM EIR TRANSCRIPT, JANUARY 25, 2005 (cont.d)

MALE: And it does bring in the public like we want to and gets us the comments and I think it's a very positive.

MS. FRYE: And then the draft or the final EIR, when it's finalized, that will have to go before the entire Council as well as well as the redevelopment agency.

MALE: Planning Commission, yes all the different groups.

MS. FRYE: Um and so then it's appropriate then for me to provide some comments on the draft Environmental Impact Report as a member of the Agency.

MAYOR: Ms. Frye, let me just.

MS. FRYE: Is that correct?

MAYOR: I'm not, I think that is, but I think we need to have the City Attorney clarify it for the records.

MALE: Actually, I misspoke earlier, there is a resolution in front of you that does have two action items, one is to just accept the comments and requiring them to be incorporated into the final EIR and also directing the Executive Director, the City Manager, to provide responses to those comments and also include them in the EIR.

MALE: Now some of that.

MALE: That is the action that is requested.

MAYOR: Is there a second? All right, Ms. Frye, you're back on.

MS. FRYE: Okay and so then, then the question, then my next question is so it is not inappropriate, um, acting as a member of the redevelopment agency to provide to staff comments for me to provide comments on the draft EIR.

MALE: I'd have to default to the City Attorney. Our redevelopment consultant is saying it's no problem.

MALE: I don't see any reason legally why you cannot provide comments.

MS. FRYE: Okay and.

MALE: That would be responded to as well.

MS. FRYE: And I'll make them very brief, but the issue of public safety which would be police and fire issues. For example, I would ask that staff, um, if you would go to page 4-13-9, there is an existing condition statement related to the police services. It would be 4.13.5.1 and the only reason that I focused on this is because it's an issue I've been dealing with for quite awhile and

Response to Comment DF1:

The information provided in the EIR was provided directly by the public service providers. Each of these agencies (fire, police, schools, etc.) was contacted directly regarding the proposed project so as to assess the potential environmental impact associated with the provision of public services. The threshold of significance utilized in the EIR, for each of these services is whether the project would create an environmental impact as a result of the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts.

In response to the apparent discrepancy in information regarding police staffing (EIR page 4.13-9), the San Diego Police Department was re-contacted to verify the service information provided related to the proposed project. The Eastern Division of the San Diego Police Department (pers. comm. Officer Robert Carroll, March 7, 2005) indicates that the Eastern Division is currently staffed with 87 patrol officers. This division is currently 60% staffed, with the resources to hire up to 40 more officers, for a total of 127. The SDPD is hiring, and the projected time frame to have the officers hired is 2-5 years. Additionally, the City of San Diego Fire-Rescue Department was also re-contacted to verify the service information provided in the EIR. No changes to the information related to fire services is necessary (pers. comm. Sam Oates, Fire Marshal, City of San Diego Fire and Hazard Prevention, March 2005).

It is recognized by both police and fire agencies that as traffic becomes more congested in the Project Area, the police and fire response times may increase. It should also be noted that as indicated in Section 4.2, traffic conditions in the Project Area are currently at unacceptable service levels. SDPD is hoping that the improvements made to the Mission Gorge/Fairmount Ave/I-8 interchange will help address the congestion. The proposed Five-Year Implementation Plan also identifies the initiation, design, and construction of Mission Gorge Road traffic improvements, including the Interstate 8 interchange at Alvarado Road. SDPD will not respond to the potential increase in response times by building another substation. Instead, SDPD indicates that the increase in officers on the street should keep the response times similar to what they currently are. The fire department indicates (see EIR page 4.13-12), that if the National Fire Protection Association 1710 Standard is exceeded in the future, there could be the need for a new fire station and equipment; however, no such determination has been made at this time.

DF1

RESPONSE TO COMMENT FROM THE CITY COUNCIL HEARING, PUBLIC COMMENT ON GRANTVILLE REDEVELOPMENT PROJECT DRAFT PROGRAM EIR TRANSCRIPT, JANUARY 25, 2005 (cont.d)

Response to Comment DF2:

Section 4.11-Water Quality/Hydrology of the EIR identifies the portions of the Project Area that are subject to flooding. Flooding in the Project Area is attributable to several factors including the Project Area's location within the floodplain, the cumulative growth and urbanization that has occurred within the San Diego River watershed, and the existence of inadequate drainage/flooding infrastructure. As indicated in Figure 4.11-2, a large portion of the Project Area is located within the 100-year floodplain associated with the Alvarado Creek drainage. This flooding is attributed to portions of the channel being unimproved, as well as inadequate sized culvert facilities.

Correcting the Alvarado Creek flood control deficiencies are among the priorities identified in the Draft Redevelopment Plan and have been included in the Five-Year Implementation Plan. This is consistent with the San Diego River Park Draft Master Plan which includes recommendations to improve the stream condition of the Alvarado Creek confluence to increase channel width and potential meander to improve water quality and ground water recharge. The Redevelopment Plan provides an opportunity to comprehensively address flood improvements to Alvarado Creek. The Five-Year Implementation Plan identifies the following related to Alvarado Creek and flooding in the Project Area:

First Program Year (Fiscal Year 2005-06):

- Identify storm drain improvements for the Project Area in coordination with the affected community and appropriate public agencies.
- Initiate planning phase of Alvarado Creek enhancements including hydrology studies.

Second Program Year (Fiscal Year 2006-07)

- Complete design phase of Alvarado Creek improvements in anticipation of bond proceeds the following fiscal year (2007-08)
- Coordinate design of storm drain improvements in the Project Area

Third Program Year (Fiscal Year 2007-08)

- Identify funding sources for Alvarado Creek improvements.
- Develop funding sources for identified storm drain improvements in the Project Area.

the information contained within the draft EIR states that the station houses approximately 127 patrol officers and that would be in Eastern Division, I believe, is the area that services and the reason I'm familiar with that because it's actually in District 6, which is Serra Mesa. The information that I have in front of me from the Chief of Police tells me that there's actually 87 not 127 patrol officers, so my concern being is that your existing condition statements and I'm just selecting one just as that there may be a problem on some of the information that is being provided that perhaps is not accurate and maybe needs to be looked at. Additionally with the existing conditions for fire protection as far as the response times, um, I would ask that you maybe review that more closely because I'm not sure if it's if the information provided again in the draft EIR is actually addressing what the existing conditions are. The other areas that we may need to maybe beef up the analysis would be the impacts on police and fire response times and that would include emergency medical services based on the traffic, which is, according to your document, um, not not able to be mitigated so as we go towards build-out, what is going to be the ability of police and fire services to respond, um, based on those on those impacts that we can't mitigate, at what point does that have an impact on the public safety. The other issue is, um, in the water quality hydrology portion of your, um, draft EIR, there is, um, a discussion about sewer and water, but we don't necessarily talk about, um, storm drains. And existing conditions on storm drains, again many of the storm drains in District 6, which potentially, this redevelopment area might be feeding into them, I would just like to know what impact that might have sort of overall, um, that might be shoved into, um, downstream areas or even upstream areas and the impact and again I did not see any discussion on the flooding issues. If it was there, I didn't see it. Was there a flooding section?

MALE: Give us a second.

MS. FRYE: Yes, it's, while a few of these things are fresh in our minds.

MALE: It's in 4.11, it's part of that one section.

MS. FRYE: And do you know if it's.

MALE: And it's not called out as a separate one, it's just all under the water quality hydrology.

MS. FRYE: So, we're looking at the the watershed management plan. I guess my question would be is there anything, um, as far as, ah, flooding, okay it's 4.11.1.2 that that talks about the existing conditions and essentially, um, not only which areas are located within the 100-year flood plain, but which areas are are maybe be prone to flooding more so than others and what sort of, um, sort of mitigation could be provided to address the flooding issues, the existing flooding issues as you go through the. I mean, is it in there or is the.

MALE: Well it's definitely something that's part of our, um, we list as a project like Alvarado Creek. That's where the recent problems are and there's different parts of that that some parts of the creek are improved, some parts aren't, some are privately owned, so that's what kind of contributes to some of those problems in those areas.

RESPONSE TO COMMENT FROM THE CITY COUNCIL HEARING, PUBLIC COMMENT ON GRANTVILLE REDEVELOPMENT PROJECT DRAFT PROGRAM EIR TRANSCRIPT, JANUARY 25, 2005 (cont.d)

Response to Comment DF2 (cont.d):

Fourth Program Year (Fiscal Year 2008-09)

- Begin construction of Alvarado Creek improvements.
- Begin construction of storm drain improvements in the Project Area.

Fifth Program Year

- Continue construction of Alvarado Creek improvements.
- Continue construction activities for storm drain improvements in the Project Area.

EIR Mitigation Measure HD 1 is also proposed which requires that a detailed hydrology study be prepared for each specific development in order to address onsite and offsite hydrology as a result of new development. As stated in Mitigation Measure HD 1, for development projects located within or adjacent to the 100-year floodplain, additional consideration shall be given to the design of the project. An appropriate drainage control plan that controls runoff and drainage in a manner acceptable to City Engineering Standards for the specific project shall be implemented. The drainage control plan shall be implemented in accordance with the recommendations of the hydrology study and shall address on-site and off-site drainage requirements to ensure on-site runoff will not adversely affect off-site areas or alter the existing drainage pattern of the site or off-site areas. The drainage study shall incorporate the recommendations of the San Diego River Park Master Plan the San Diego River Watershed Management Plan relative to hydrology/drainage and flooding to the maximum extent practicable.

Page 5-5 of the EIR has also been modified as follows:

As discussed in Section 4.11 – Water Quality/Hydrology, the Project Area is located within the Mission San Diego Hydrologic Subarea of the Lower San Diego Hydrologic Area, within the San Diego River Hydrologic Unit (HU). This HU is approximately 440 square miles, includes a population of approximately 475,000 and contains portions of the City of San Diego, El Cajon, La Mesa, Poway, and Santee, as well as unincorporated areas. Figure 4.11-1 depicts the San Diego Watershed. Flooding within the Project Area (see Figure 4.11-2 Floodplain Map), is partially a result of the cumulative development that has occurred within the watershed, incrementally creating impervious surfaces that has increased the rate and volume of runoff carried by the San Diego River and tributaries, including Alvarado Creek. With respect to the proposed Project Area, the cumulative development is partially attributed to existing flooding events of Alvarado Creek. This drainage runs through the southern portion of the Project Area, and is improved only in certain locations. Improvements to this

**RESPONSE TO COMMENT FROM THE CITY COUNCIL HEARING, PUBLIC
COMMENT ON GRANTVILLE REDEVELOPMENT PROJECT DRAFT PROGRAM EIR
TRANSCRIPT, JANUARY 25, 2005 (cont.d)**

Response to Comment DF2 (cont.d):

drainage are needed in order to accommodate flows during storm events. The continued future cumulative growth has the potential to further exacerbate this existing problem, as well as flooding associated with certain portions of the San Diego River. Redevelopment activities have the potential to contribute to the cumulative impact; however, a majority of the Project Area is already developed and contains impervious surfaces. alter localized drainage patterns within the San Diego River Watershed, as well as potentially causing erosion or siltation on or off site. The Mitigation Measure HD 1s identified in Section 4.11 – Hydrology/Water Quality will reduce the potential impact as a result of specific redevelopment activities is impact to a level less than significant. With implementation of the hydrology/drainage mitigation, no project-level impact will occur and redevelopment in the Project Area will not contribute to a cumulatively considerable hydrology/water quality impact. Correcting the Alvarado Creek flood control deficiencies is a priority identified in the Draft Redevelopment Plan and has been included in the proposed Five-Year Implementation Plan. Implementation of this improvement would address the cumulative flooding impact in the Project Area.

RESPONSE TO COMMENT FROM THE CITY COUNCIL HEARING, PUBLIC COMMENT ON GRANTVILLE REDEVELOPMENT PROJECT DRAFT PROGRAM EIR TRANSCRIPT, JANUARY 25, 2005 (cont.d)

Response to Comment DF3:

The EIR considers the potential growth-inducing impacts of the project, and recognizes that the project will foster economic growth in the area. While the impacts of future redevelopment of the Project Area and cumulative development are considered significant with respect to many environmental issues, including significant and unavoidable traffic and air quality impacts, the growth-inducing impact, in and of itself is not considered significant. The Project Area is located in an area of the City of San Diego that has been designated an urbanized portion of the City by the City's General Plan and Progress Guide. The proposed project is consistent with the City's requirements for these development tiers. Induced growth is any growth, which exceeds planned growth and results from new development (i.e., the extension of infrastructure), which would not have taken place in the absence of the proposed project. Because the EIR evaluates the potential buildout of the Project Area according to the existing adopted community plan land uses for the Project Area, the project (implementation of the Redevelopment Plan) would not exceed planned growth as identified in the existing adopted community plans. The Project Area is also located in an urban portion of the City where public services and infrastructure are available. Potential growth inducement in neighboring areas is also limited by the existence of developed single-family residential neighborhoods located immediately outside of the Project Area, the location of the San Diego River, the MSCP MHPA, and federal lands north and west of the Project Area, and Interstate 8 to the south.

Response to Comment DF4:

Please refer to response to comment OPR1.

MS. FRYE: Okay, well maybe, maybe that might be something that you might want to look at in the cumulative impact portion of it.

MALE: It's it's what we've gotten from some of the comments already, especially with the recent flooding and it is something that we are going back and looking at.

MS. FRYE: All right, well just maybe I could, I could get some responses to that cumulative impact of this, um, and then, finally, the section on growth inducement where it talks about that the project is supposed to foster economic growth in the area and, um, and that's exactly what the notice is. I guess I was having a little bit of problems understanding how we can expand employment opportunities which seems to be somewhat growth inducing and then say that the growth inducement that they're it would not encourage or facilitate activities that could significantly effect the environment individually or cumulatively and I'm just not sure how you arrived at that conclusion so it might be helpful to provide some sort of an analysis on how you arrived that there is no potential, um, for any, um, growth inducement because obviously traffic is going, there's so anyways, I would just think it might be helpful to the community and then any of the, um, the impacts that might affect the surrounding communities as far as traffic because as you're increasing traffic in this redevelopment area, um, I'm just wondering what impact it's going to have on surrounding communities because to me that, um, those might be part of your cumulative impacts. And then the last thing and I would just, I would just, um, say I think it's a really good idea that, um, council member Medapher had as far as, um, extending a time-frame because it sounds to me that people that came out here today a lot of them weren't aware of this and I know that happens, no matter how many public hearings you have, there's always somebody that we're going to miss, but I'm just wondering if the, you know, you were saying about how inviting people to the community meetings if there's a way to.

MALE: The next one is.

MS. FRYE: Yeah.

MALE: The next GRAC meeting is when.

MALE: The next GRAC meeting is the 31st at.

MALE: Tell everybody when and where it is.

MALE: I knew you would ask me that. Ah, it's the 31st at the Church of the Nazarene, which is on Mission Gorge Place. It's this.

MALE: It's behind the post office.

MALE: Right, behind the post office. I think it's like 7700 or something like that. It's at the end of the street, you can't miss it.

MALE: End of Mission Gorge Place and it's at 7 p.m. Church of the Nazarene.

MALE: 6 o'clock.

MALE: 6 PM. Excuse me.

MALE: 6 PM.

MALE: 6 PM.

MALE: 6 PM to 8 and it's monthly meeting, the fourth Monday of the month. It's the fifth Monday this month because of the holidays and some other problems with using the church hall.

MS. FRYE: And I just want to say even though Council member Madaffer and I on the redevelopment agencies don't particularly see eye to eye, I will say and I think it's important to say that, um, as far as the trying to get a public process established, I mean he really has and every time he holds these hearings, people do come down and he keeps extending times and trying to get and maybe it might not be a bad idea for your Allied Gardens people to ask and have staff go out and.

MALE: I'm actually going to their meeting tonight.

MS. FRYE: Well there you go, see?

MALE: I've been in committee meetings all week.

MS. FRYE: That's fast.

MALE: He was at Navajo until 11 last night.

MS. FRYE: Because I think part of the problem at least for this particular item not for the redevelopment in general, but this particular item, which is just to receive testimony, is that some people might not be clear on what the environmental or draft environmental impact report, you know, includes and that they really do have an opportunity to comment. It doesn't have to be particularly technical comments.

MAYOR: All right, we have a motion and a second. Please vote. Call the roll. Passes 9-0. That concludes the redevelopment agency agenda. We'll adjourn as the redevelopment agency and reconvene as the City Council.

REDEVELOPMENT AGENCY OF
THE CITY OF SAN DIEGO
RESOLUTION NUMBER R- **03863**
ADOPTED ON JAN 25 2005

A RESOLUTION OF THE REDEVELOPMENT AGENCY OF
THE CITY OF SAN DIEGO ACCEPTING PUBLIC
COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT
REPORT FOR THE PROPOSED GRANTVILLE
REDEVELOPMENT PROJECT.

WHEREAS, the San Diego City Council [City Council] on March 30, 2004 designated
the Grantville Redevelopment Survey Area by Resolution No. 299047, for purposes of
determining the feasibility of a redevelopment project; and

WHEREAS, the Redevelopment Agency of the City of San Diego [Agency] on
December 13, 2004, authorized the distribution of the draft Environmental Impact Report [EIR]
for the proposed Grantville Redevelopment Project [Project]; and

WHEREAS, the Agency on July 17, 1990, by Resolution No. 1875, adopted the
Procedures for Implementation of the California Environmental Quality Act [CEQA] and the
State CEQA Guidelines which require that the Agency conduct a public hearing on a draft EIR
for a proposed redevelopment project; and

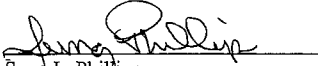
WHEREAS, on January 25, 2005, the Agency conducted a public hearing on the draft
EIR for the Project pursuant to the above referenced procedures; NOW THEREFORE

BE IT RESOLVED, by the Redevelopment Agency of the City of San Diego, as follows:

1. That the Agency accepts the comments made at the public hearing on the draft Environmental Impact Report for the proposed Grantville Redevelopment Project and approves incorporation of the comments in summary form into the final EIR.

2. That the Executive Director of the Agency, or designee, is hereby directed to prepare a written response to the comments, also to be included in the final EIR.

APPROVED: MICHAEL J. AGUIRRE, General Counsel

By 
Sung L. Phillips
Deputy General Counsel

SLP:ai
12/29/04
Or.Dept:REDV
Aud.Cert:n/a
RA-2005-82
Council:n/a

Passed and adopted by The Redevelopment Agency of The City of San Diego JAN 25 2005
by the following vote:

Members	Yeas	Nays	Not Present	Ineligible
Scott Peters	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Michael Zucchet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Toni Atkins	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Anthony Young	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Brian Maienschein	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Donna Frye	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jim Madaffer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ralph Inzunza	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Chair Murphy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

DICK MURPHY

Chair of The Redevelopment Agency of The City of San Diego, California

CHARLES G. ABDELNOUR

Secretary of The Redevelopment Agency of The City of San Diego, California

(Seal)

By

Deputy

Office of The Redevelopment Agency, San Diego, California

Resolution Number R-03863 Adopted JAN 25 2005

GRANTVILLE REDEVELOPMENT ADVISORY COMMITTEE
(DRAFT) MEETING MINUTES OF Monday, January 31, 2005

The members of the Grantville Advisory Committee (RAC) held their meeting at Mission Valley Church of the Nazarene, at 4675 Mission Gorge Place from 6:03 p.m. to 7:50 p.m.

The following members were present at Roll Call: Bill Brenza, Lee Campbell, Daniel Dallenbach, Eric Germain, Rick McCarter, Cindy Martin, Mike Neal, John Peterson, John Pilch, Dan Smith, Marilyn Reed and Don Teemsma Jr. [12]
Arrived after Roll Call: Diane Strum and Arnie Veldkamp [2] ?
Following members were not present: Brian Caster (excused) [1]
Staff in attendance: Kathy Rosenow, (RSG), Tim Ginbus (BRG), Maureen Ostrye (RA), and Tracy Reed (RA).

CALL TO ORDER: Called to order at approximately 6:03 p.m. by Mike Neal.

1. **ROLL CALL:** A quorum was established when 12 of the 15 members were present at Roll Call.

2. **APPROVAL OF MINUTES:**

- Draft – December 13, 2004

MOTION – Dan S/John Pe; Approve, passed (8-1-3).

3. **UPDATE:** (synopsis)

- **Information** – Status of Survey

Tracy: The Draft EIR went to the agency for public comment on January 25, 2005 spoke. The comment period has been extend to Monday February 14, 2005.

4. **OLD BUSINESS:** (synopsis)

- **Review:** Draft – Grantville Program Environmental Report.

Tim: The document is out for the 45-day public review period. The review period has been extended. All comments must be in writing. Responses to the comments will be included in the final PEIR. Our schedule is to distribute and make the final PEIR available on March 17, 2005. CEQA analysis the impacts on the area per the existing community plan according to estimates regarding build out. Mitigation measures will be prepared and included in the final PEIR.

Public –

- CL1** Charles L.: Report needs more specifics on E-4 regarding traffic.
HS1 Holly S.: Question regarding EIR overriding considerations and why project by project basis used in some instances.
BT1 Betty T.: I have read most of the EIR and feel cumulative impacts are greater than stated.
BW1 Bill W.: The history section does not indicate the an aqueduct flume exists with the project area (Landmark #52).

**RESPONSE TO COMMENT FROM THE GRANTVILLE REDEVELOPMENT
ADVISORY COMMITTEE MEETING MINTUES, JANUARY 31, 2005**

Response to Comment CL1:

Please refer to responses to comments CLA1 through CLA9 and CLB1 through CLB7.

Response to Comment HS1:

Please refer to responses to comments CLB7, AG1, and HSA15.

Response to Comment BT1:

Comment noted.

Response to Comment BW1:

Mr. Bill White commented regarding the Mission Dam and Flume. The record search for this study conducted at the South Coastal Information Center indicates that this resource is located within one mile of the Project Area. This resource (CA-SDI-6660H) is discussed on pages 24, 25, and 27 of the report (EIR pages 4.5-1 and 4.5-2). An archaeological survey of the sand and gravel works in Subarea B conducted by Recon in 2001 did identify portions of the flume intact. As the technical report for that project was never finalized, no site record was submitted to SCIC for this resource and it therefore did not show up in our record search. ASM obtain a copy of the report and has confirmed the existence of portions of the Mission flume in Subarea B. ASM's report does state that portions of the Mission flume are known to be located along the San Diego River and signals that there is a high potential for prehistoric and historic sites adjacent to the river in Subarea B. As stated:

No prehistoric or historic archaeological sites are recorded within the study area. However, a number of important sites are recorded in close proximity to the study area. Prime amongst these is the site of the ethnohistoric Kumeyaay village of Nipaquay and the Mission San Diego de Alcala (CA-SDI-35/202), located on the west side of the San Diego river. Sites associated with these historic properties, such as the Mission flume and dam, are known to be located along the San Diego river drainage. There remains a high potential for prehistoric and historic sites adjacent to the San Diego river in Subarea B (page 27)."

- DS1** Don S.: No pleased with the bus and trolley service currently and the changes planned by MTDB/MTS.
- MR1** **Committee –**
Marilyn R.: Problems with the discussion of traffic in table 4.2-1. The intersection of Friars Rd. and I-15 is supposed to be one of the most impacted intersections in the City.
Lee C.: Concerned about the increase in traffic is unavoidable. The Draft does not address the breezes in the evening or flooding. The TOD alternative is in an area prone to recent flooding.
- LC1** Arnie V.: I have a report regarding the flume.
- AV1** Dan S.: Hydrology and circulations. What about a reference to bus service at trolley station and MTDB's projections.
- DS1**

- **Review/Actions:** 3rd Draft – Grantville Owner Participation Rules (OP Rules)
Mike: The 3rd Draft of the OP Rules that we have been provided with have been revised to address the concerns and comments of the committee and public. I think we should form a subcommittee to review the recommended revisions. The subcommittee will make a recommendation regarding the OP Rules at our next meeting. I would suggest the subcommittee be Cindy, Brian, Rick and Marilyn.

5. NEW BUSINESS (synopsis)

- **Distribute:** Draft – Grantville Preliminary Report
Tracy: The purpose of preparing the Grantville Preliminary Report is to distribute it to all affected taxing entities. However, the Agency's procedures are to distribute to the public also. The preliminary report can answer many of the questions that have been asked regarding what is blight. It is also available on the Internet. We will review the preliminary report briefly at the next meeting.

6. COMMENT ON NON-AGENDA ITEMS: (synopsis)

Committee –

John Pi: Update on the next Navajo Planners it will be on Tuesday February 22nd. The main agenda item is the SDSU master plan.

Public –

Charles L.: Cost of project, table E-4.

Ray B.: Happy with ADA improvements to Grantville Park.

Al V.: I am in favor for a better Grantville but not eminent domain authority should be eliminated from the redevelopment plan. I am a business owner in Grantville.

Don S.: Concerned about bus and trolley service. What about MTDB (Bus) traffic impacts?

Dick R.: VFW manager. We are concerned about traffic and flooding along Fairmount and Vandever.

**RESPONSE TO COMMENT FROM THE GRANTVILLE REDEVELOPMENT
ADVISORY COMMITTEE MEETING MINTUES, JANUARY 31, 2005 (conf.d)**

Response to Comment DS1:

Please refer to response to comment DS-A1.

Response to Comment MR1:

Please refer to responses to comments MR1 through MR9.

Response to Comment LC1:

Please refer to responses to comments LC1 through LC76.

Response to Comment AV1:

Please refer to response to comment BW1.

Response to Comment DS1:

Please refer to response to comments DRS1 through DRS29.

7. **NEXT MEETING DATES:**

Mike: GRAC February 28, 2005.

8. **ADJOURNMENT:** 7:50 p.m.

This information will be made available in alternative formats upon request.

Prepared: 2/16/05 (tr)
Revised: n/a

Draft (Final) Approved:

Motion was by:

was: 

Revisions are in *Italic & Double Underlined*

Vote

GRANTVILLE RESIDENTS OPPOSED TO THE GRANTVILLE REDEVELOPMENT PROJECT

We, the undersigned residents and business owners of the Grantville community, are opposed to the City of San Diego's plans to adopt the Grantville Redevelopment Project.

We urge the City Council to IMMEDIATELY STOP THE PROJECT.

Print Name	Sign Name	Address
1. Stephanie Tait	Stephanie Tait	4814 ELSA RD SD 92020
2. Lavera Tye	Lavera Tye	6055 48 th ST. 92120
3. Edgar D Tye	Edgar D Tye	" " " "
4. Stephanie Zambana	Steph Zambana	4801 Twain Ave S.D. CA 92120
5. Kathy Layritz	Kathy Layritz	4817 Twain Ave. SD. CA. 92120
6. Gordon Bowman	Gordon Bowman	4829 Twain Ave SD CA 92120
7. STEPHANIE BOWMAN	STEPHANIE BOWMAN	4829 TWAIN AVE SD CA 92120
8. LISA LEONETTI	Lisa Leonetti	4841 TWAIN AV SD CA 92120
9. Dennis Cooney	Dennis Cooney	4847 Twain Ave SD CA 92120
10. Catherine Jessop	Catherine Jessop	4853 Twain Ave., S.D. 92120
11. DANNY T CASILLO	Danny T Casillo	4865 TWAIN AVE SD 92120
12. JUSTIN PERICH	Justin Perich	4877 TWAIN AVE SD. CA 92120
13. RICHARD RAMSEY	Richard Ramsey	4883 TWAIN AVE 92120
14. Keith Bryenton	Keith Bryenton	4895 TWAIN AVE 92120
15. Steve Rodriguez	Steve Rodriguez	4923 Twain Ave 92120
16. Kelsey Joyce	Kelsey Joyce	4929 Twain Ave 92120
17. EDWARD HENRY	Edward Henry	4959 TWAIN AVE 92120
18. JOHN TILLMAN	John Tillman	4965 TWAIN AVE SD CA 92120
19. Laura Tillman	Laura Tillman	4965 Twain Ave SD CA 92120
20. Adeline Rauh	ADELINE RAUH	

4971 Twain Ave.

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Print Name	Sign Name	Address
1. Bonnie Wells	B. Wells	4995 ELSA RD. SAN DIEGO, 92120
2. Jan Wells	Jan Wells	4995 ELSA RD. San Diego Ca 92120
3. Mark Valdez	Mark Valdez	4997 ELSA RD 92120
4. DENNIS CONYER	D. Conyer	4975 ELSA RD 92120
5. Laurie Kender	Laurie Kender	6325 Crawford St. San Diego Ca 92120
6. Armand Knier	Armand Knier	4901 Orutt Ave.
7. Stacy Williamson	Stacy Williamson	6301 Crawford St. 92120
8. Robert K Baker	Robert K Baker	6337 Crawford St 92120
9. Ernest L. Ethel	Ernest L. Ethel	6373 Crawford St 92120
10. Dorothy L. Ethel	Dorothy L. Ethel	6373 Crawford St 92120
11. Sam Patterson	Sam Patterson	6417 Crawford St 92120
12. Melissa Baccell	Melissa Baccell	6417 Crawford St San Diego Ca 92120
13. E.P. Koehnenmeister	E.P. Koehnenmeister	6447 Crawford St. 92120
14. ROB PEDLEY	Rob Pedley	6346 CRAWFORD ST.
15. Michael Couture	Michael Couture	6319 Crawford St 92120
16. Doris M. Matuszy	Doris M. Matuszy	4830 ELSA RD
17. Jennifer Nelson	Jennifer Nelson	4997 Twain Ave
18. Jennifer Petrucci	Jennifer Petrucci	6315 50th St SD 92120
19. Judy Gervais	Judy M. Gervais	6329 50th Street
20. C. E. + L. STRUB	C. E. + L. STRUB	6359 50th St

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Print Name	Sign Name	Address
1. Elizabeth M. Strub	Elizabeth M. Strub	1354 50th St. SD, CA 92120
2. NEIL PATTERSON	Neil Patterson	6369 90th St. SD, CA 92120
3. JUNE R. CARRILL	June R. Carrill	6377 50th St. SD, CA 92120
4. JACK B. CARRILL	Jack B. Carrill	6377 50th St. SD, CA 92120
5. Brandon Lemmen	Brandon Lemmen	6405 50th St. SD, CA 92120
6. Thomas Graham	Thomas Graham	6425 50th St. SD, CA 92120
7. SHARON L. GRAHAM	Sharon L. Graham	6425 50th St. SD, CA 92120
8. Holly Simonette	Holly Simonette	4838 Elsa Rd. SD, CA 92120
9. Paul Simonette	Paul Simonette	4838 Elsa Rd. SD, CA 92120
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Print Name	Sign Name	Address
1. LYNN MURRAY	Lynn Murray	6549 Carthage St.
2. Carol Carlson	Carol Carlson	6514 Eldridge St.
3. Eric Carlson	Eric Carlson	6514 ELDRIDGE ST.
4. ELSA L. LOWE	Elsa Lowe	6601 Carthage St
5. JENNIFER M. KILICKA	J. K.	6511 Carthage St
6. Todd Pappertus	Todd Pappertus	6555 Carthage St.
7. Veronica Pappertus	Veronica Pappertus	6555 Carthage St.
8. Chris Kitchens	Chris Kitchens	6543 Carthage St.
9. Aric Petersen	Aric Petersen	6532 Delfern St.
10. Cindy Petersen	Cindy Petersen	6532 Delfern St.
11. Steve Przybylo	Steve Przybylo	6579 Carthage St.
12. Marlene Demers	Marlene Demers	6511 Eldridge St.
13. FRED D. MARKEE	Fred Markee	6599 ELDRIDGE ST.
14. LOIS E. LARSON	Lois E. Larson	6522 Delfern
15. Cindy Stoney	Cindy Stoney	6552 Delfern St.
16. C. Stoney	C. Stoney	6552 Delfern St.
17. TODD DOBBETT	Todd Dobbett	6553 Delfern St.
18. Ronald PURCELL	Ronald Purcell	6563 DELFERN
19. Carol Dillaway	Carol Dillaway	4982 ALFRED Ct.
20. Bonnie Dillaway	Bonnie Dillaway	6562 Delfern St.

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Print Name	Sign Name	Address
1. DAVID GARDNER	<i>[Signature]</i>	6543 CARTHAGE ST SAN DIEGO, CA 92120
2. EARL MURRAY	<i>[Signature]</i>	6544 CARTHAGE ST SAN DIEGO, CA 92120
3. Jeff Myers	<i>[Signature]</i>	6612 CARTHAGE ST SD CA 92120
4. Mary Myers	<i>[Signature]</i>	6631 Carthage St
5. Heather Myers	<i>[Signature]</i>	6612 Carthage St San Diego, CA 92120
6. Jennifer Renee	<i>[Signature]</i>	6612 Carthage St San Diego, CA 92120
7. Brandon Myers	<i>[Signature]</i>	6612 Carthage St
8. Jeanetta L. Chaf	<i>[Signature]</i>	6561 CARTHAGE ST.
9. Nea Digby	<i>[Signature]</i>	5454 Mission Gorge Rd #206 San Diego CA 92120
10. Charles Digby	<i>[Signature]</i>	5454 Mission Gorge Rd #206 San Diego CA 92120
11. John W. Williamson	<i>[Signature]</i>	owner of Fentol @ 4951 Havenwood Ave
12. ALISON C. MARCO	<i>[Signature]</i>	6913 CARTHAGE ST. SD, CA 92120
13. Katherine Clark	<i>[Signature]</i>	6543 Carthage St SD, CA 92120
14. Joel Stihwaga	<i>[Signature]</i>	4319 Twain Ave SD CA 92120
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San Diego River Conservancy

9174 Sky Park Court, Suite 100, San Diego, California 92123-4340
(858) 467-2972 • Fax (858) 571-6972
<http://resources.ca.gov/sdrc.html>



Arnold Schwarzenegger
Governor

Mike Chrisman
Secretary, Resources Agency

Dick Murphy, Chair
Mayor, City of San Diego

Donna Frye, Vice-Chair
Councilmember, City of San Diego

March 13, 2005

Mr. Tracy Reed, Project Manager
City of San Diego, Redevelopment Agency
600 B St, Fourth Floor, MS 904
San Diego, CA 92101-4506

Dear Mr. Reed:

DRAFT PRELIMINARY COMMENTS ON DRAFT PROGRAM GRANTVILLE REDEVELOPMENT PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

On February 11, 2005 the Governing Board of the San Diego River Conservancy unanimously voted to (1) direct its Executive Officer to develop and submit comments on the Grantville Redevelopment Project Draft Environmental Impact Report (EIR) dated December 13, 2004; and (2) request an extension of the comment period of at least 30 days or longer to allow adequate time for comment on the Draft EIR and on its consistency with the City of San Diego River Park Master Plan, the Conservancy's Enabling Statute, and other relevant documents.

Accordingly, I have enclosed the Conservancy's Draft Preliminary Comments on the Grantville Redevelopment Project Draft Program EIR. Although the Conservancy was not "officially" granted the requested extension, we are submitting the attached preliminary draft comments at this time and plan to submit final comments upon completion. The attached document contains (1) a brief summary of the Conservancy's initial concerns based on our preliminary review of the Draft EIR (and relevant documents); and (2) verbatim transcript of the oral public comments made directly by the Governing Board members on February 11. I want to emphasize that the attached comments are summary and very preliminary in nature, designed primarily to make you aware of the Conservancy's initial concerns at this time. At a minimum, I request that you attach the Conservancy's preliminary comments to the next public release of the EIR.

Tracy, on behalf of the Governing Board, I want to thank you and Ms. Maureen Ostrye again for your February 11 presentation and for your consideration of the Conservancy's comments. If you have questions or would like to discuss our comments further, please contact me at (858) 467-2972 or by e-mail at djayne@waterboards.ca.gov. We look forward to working with you in the future.

Sincerely,

Deborah S. Jayne
Executive Officer

cc: Ms. Maureen Ostrye, Acting Deputy Director of Redevelopment, City of San Diego

RESPONSE TO COMMENT LETTER FROM SAN DIEGO RIVER CONSERVANCY, SIGNED BY DEBORAH S. JAYNE, DATED MARCH 13, 2005

Response to Comment SDRC1:

As indicated in response to comment OPR1, the original 45-day public review period for the Grantville Redevelopment Project Draft Program EIR extended from December 13, 2004 to January 31, 2005. However, the Agency extended the public review period to February 14, 2005. The total public review period was 64 days. The comment letter submitted by the San Diego River Conservancy was received by the Redevelopment Agency on March 14, 2005; approximately 30 days after the close of the 64-day public review period; however, a good faith effort has been provided in responding to these comments.

SDRC1

San Diego River Conservancy

**DRAFT PRELIMINARY
COMMENTS ON DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
GRANTVILLE REDEVELOPMENT PROJECT**

March 13, 2005

The San Diego River Conservancy's (Conservancy's) Draft Preliminary Comments on the Draft Program Environmental Impact Report (Draft Program EIR or draft EIR) for the Grantville Redevelopment Project are organized into two sections: (I) Summary of Initial Concerns Based on Preliminary Review; and (II) Verbatim Public Comments by Governing Board Members. The "Summary of Initial Concerns" is consistent with and builds upon the Board Member's public comments.

Draft Preliminary Comments

The Conservancy wishes to emphasize that the "Summary of Initial Concerns" below is very *preliminary* in nature. It represents a list of issues that staff has initial or potential concerns about and wishes to review in greater detail. Because the time schedule for moving the Grantville Redevelopment Project forward is very tight, we have decided to submit Preliminary Draft Comments *in advance of completing our review* in order to make you aware as early as possible that we have concerns. Because these comments are preliminary (made before our review is complete), the Conservancy reserves the right to refine, modify, and expand its comments. It is likely that some concerns below will be developed further while others may fall off the list upon further review. In addition it is possible that new concerns may be identified upon closer examination.

The Conservancy's comments below speak *only to the adequacy of the environmental analyses* contained in the Draft Program EIR. The comments do not address the relative merits of the Redevelopment Project itself (or whether or not the area should be designated as a redevelopment area).

I. Summary of Initial Concerns Based on Preliminary Review

Based on a preliminary review of the Grantville Redevelopment Project Draft EIR, the San Diego River Conservancy has the following initial concerns which warrant Conservancy staff's further review:

1. **Adequacy of Impact Analyses**

Several *Impact Analyses* contained in the draft EIR appear to be incomplete, inadequate, or incorrect and require further evaluation including:

- Hydrology / Water Quality
- Biological Resources
- Air Quality

**RESPONSE TO COMMENT LETTER FROM SAN DIEGO RIVER CONSERVANCY,
SIGNED BY DEBORAH S. JAYNE, DATED MARCH 13, 2005 (cont.d)**

Response to Comment SDRC2:

It is acknowledged that comments submitted by the San Diego River Conservancy are preliminary in nature. The Agency has made a good faith effort to respond to the comments as submitted. The Agency also recognizes that the Master Plan has not been adopted by the City and that appropriate environmental documentation, in accordance with CEQA, will need to be prepared and certified by the City in conjunction with the adoption of the Master Plan. The Agency will look forward to reviewing and responding to the environmental documentation for the Master Plan at the time it is prepared and available for public review.

Response to Comment SDRC3:

Comment noted.

Response to Comment SDRC4:

Comment noted. However, this comment does not provide specificity as to the inadequacies of the EIR; therefore, a specific response is not possible.

SDRC4
(cont'd.)

- Cumulative Impacts Analysis
- Alternative Analyses
- Growth Inducement
- Cultural Resources
- Aesthetics (views, light/glare)
- Noise

2. **Consistency with Relevant Planning and Regulatory Documents**

It appears that portions of the draft EIR may not be consistent with the "letter" or "spirit" of the following planning or regulatory documents (or portions thereof):

- Navajo Community Plan
- Tierrasanta Community Plan
- City's MSCP Subarea Plan
- City's Environmentally Sensitive Lands Regulations & Biology Guidelines
- City of San Diego's River Park Master Plan
- San Diego Conservancy Act (Enabling Statute)
- Conceptual Plan for the San Diego River Park
- Resource Agencies' wildlife corridor "minimum width" recommendations
- SANDAG's Regional Growth Management Strategy
- San Diego Municipal Storm Water Permit (MS4 NPDES permit issued by Regional Water Quality Control Board)

SDRC5

In addition it appears that the two major applicable Community Plans may not be fully consistent with each other. Also it appears that portions of the documents listed above are inconsistent with portions of other documents listed above.

3. **Evidence and Conclusions Must be Persuasive**

Several conclusions reached in the draft Program EIR are not convincing and appear to not be supported by the evidence provided. Portions of the Program EIR appear too broad and generic to facilitate meaningful comment and review.

SDRC6

4. **Further Environmental Review of Specific Development in Project Area**

By using a "Program EIR" it was not necessary for the City of San Diego to address the impacts of specific future development projects (which will be part of the overall redevelopment) since these component projects are "currently unknown". They appear to be mentioned only in a very superficial way. Furthermore the use of "Program EIR" may allow the City to circumvent the need for additional environmental review of these future projects (beyond the Program EIR). Pursuant to CEQA regulations, if specific development activities (which are components of the overall redevelopment program) involve no new significant impacts (beyond those already analyzed in the Program EIR) OR if any new impacts can be adequately handled by mitigation measures (previously

SDRC7

**RESPONSE TO COMMENT LETTER FROM SAN DIEGO RIVER CONSERVANCY,
SIGNED BY DEBORAH S. JAYNE, DATED MARCH 13, 2005 (cont.d)**

Response to Comment SDRC5:

The proposed project is the adoption of a redevelopment plan, and no specific development project is proposed. The EIR recognizes that future redevelopment activities will need to be compliance with the adopted plans and regulations at the time the subsequent development is proposed. EIR Section 4.1 Land Use addresses the existing adopted community plans of the Project Area, including the Navajo, Tierrasanta, and College Area Community Plans. The City's MSCP Subarea Plan and Environmentally Sensitive Lands Regulations, and wildlife corridor width recommendations are discussed in Section 4.6 Biological Resources (please also refer to responses to comment DFG1 through DFG19. The City of San Diego's River Park Draft Master Plan is addressed in EIR Sections 2.0 Environmental Setting, 4.1- Land Use, and 4.6 Biological Resources. Please also refer to responses to comments PRD1 through PRD23. The San Diego Municipal Storm Water Permit is addressed in Section 4.11-Water Quality/Hydrology of the EIR.

Response to Comment SDRC6:

Comment noted.

Response to Comment SDRC7:

The Program EIR provides an analysis of potential environmental impacts associated with the adoption of the proposed redevelopment project. Because no specific development is known, it is not possible to provide a specific detailed analysis of the potential impact associated with a specific project. As indicated in response to comment TCC 13 all future will need to be evaluated for compliance with the provisions of the California Environmental Quality Act. The type of environmental document depends on the size, nature, and scope of redevelopment activities. Please refer to response to comment TCC13.

identified in the Program EIR), *there is no need for additional environmental analyses of subsequent projects* because they are components of the overall Program EIR

(footnote citation). For this reason, it becomes even more important that the impact analyses in the Program EIR be thorough and accurate.

5. **Consideration of Environmentally Superior "Project Alternative"**

The draft EIR identifies a *project alternative* that is "environmentally superior" to the *proposed project* (i.e., results in fewer environmental impacts) and would meet most of the basic objectives of the proposed project. When such an alternative can be identified, it is the intent of CEQA that the alternative be given full consideration and should be implemented in lieu of the proposed project unless it is found to be infeasible.

6. **Comprehensive Area-Wide Hydrology Assessment**

The draft EIR lacks a comprehensive area-wide hydrology assessment to evaluate current conditions (establish baseline), predict the individual and cumulative impacts of the overall redevelopment project and its component projects, and recommend improvements to restore (or improve) the functions and benefits of the River's natural hydrologic regime. In light of the major existing flooding problems in this area, including recent motorist rescues, we recommend that a large-scale hydrology study (that covers the project area at a minimum) be conducted before any redevelopment activities are allowed to commence in the area.

7. **Cumulative Impacts Assessment**

"Program EIRs" should be particularly effective in evaluating cumulative impacts over time. It appears however that the draft Grantville Program EIR fails to adequately evaluate the cumulative impacts of the Redevelopment Project on a long-term basis. The draft EIR repeatedly recommends evaluation of the impacts of each specific redevelopment project on an individual case-by-case basis. This approach seems short-sighted and may miss the long-term "cumulative" impacts of the overall redevelopment project over time (next 30 years).

8. **SDSU Development Project: Cumulative Impacts**

The draft EIR fails to evaluate (or even mention?) the concurrently proposed San Diego State University (SDSU) development project immediately upstream which will certainly exacerbate the hydrologic and water quality impacts of the Grantville Redevelopment Project on the San Diego River. The individual and cumulative impacts of these significant projects must be evaluated thoroughly.

9. **Floodplain / Floodway Guidelines**

The Draft EIR fails to establish project development guidelines to protect the River (e.g.,

**RESPONSE TO COMMENT LETTER FROM SAN DIEGO RIVER CONSERVANCY,
SIGNED BY DEBORAH S. JAYNE, DATED MARCH 13, 2005 (cont.d)**

Response to Comment SDRC8:

The Redevelopment Agency will consider the alternatives evaluated in the EIR and will make findings regarding the adoption of the project and rejection of alternatives pursuant to CEQA Guidelines Section 15091. With respect to the TOD Principles Alternative, any further consideration of this conceptual land use pattern by the City would require a community plan update, involving an environmental review process in accordance with CEQA.

Response to Comment SDRC9:

Please refer to responses to comments DD5, BC3, LC11, LC16, and DF2.

Response to Comment SDRC10:

The Program EIR provides a comprehensive analysis of potential cumulative impacts. For example, the traffic analysis evaluates the impact of redevelopment of the Project Area as a whole over a 30-year period, as well as in conjunction with other cumulative development within the region, based on SANDAG Series 10 traffic forecasts. The air quality analysis considers the impacts of redevelopment of the Project Area as a whole, as well as regional conditions in the area that are a result of cumulative growth. Please also refer to DF2.

Mitigation Measures have been identified to address project level impacts where appropriate. The project is also proposed in an effort to address regional/cumulative issues such as traffic and flooding improvements. Please refer to responses to comments DOT2, DOT3, RM3, DRS15, CLA1, CLA6, CLB1, CLB2, DD5, DD6, BC3, LC11, LC16, and DF2.

Response to Comment SDRC11:

Please refer to responses to comments DD5, BC3, LC11, LC16, and DF2.

Response to Comment SDRC12:

Future development of the Project Area would be subject to applicable floodplain/floodway guidelines and regulations at the time the development occurs. This includes regulations addressing flooding, as well as wetland issues (e.g. Environmentally Sensitive Lands Ordinance). In the event that the proposed San Diego River Park Draft Master Plan is adopted by the City, future redevelopment activities will need to be consistent with the adopted policies of the Master Plan. It should be noted that adoption and implementation of the Master Plan is also subject to review in accordance with CEQA. Future redevelopment may also be subject to specific mitigation measures identified in the environmental document certified in conjunction with the future adoption of the Master Plan.

SDRC12
(cont'd.)

no building in the floodway / floodplain).

10. **Commitment to Enforce City Building Code or Other Ordinances**

The Draft EIR relies on the fact that redevelopment activities will be subject to, and must be compliant with, existing regulations and permits. Yet it fails to commit to conduct the associated assessment and enforcement needed to ensure that compliance is achieved. Further there is no evidence to suggest that the City will be more inclined to use its legal authority after Grantville is redeveloped than it currently is. At the present time, the City appears to be unwilling (or unmotivated?) to enforce the numerous existing building code violations that are currently identified in the Grantville draft EIR. City staff have indicated that the City's lack of code enforcement is due, at least in part, to "limited resources". Given the tract record, why should the public have confidence that the City will enforce the BMPs and mitigation measures promised in the Draft EIR (or ensure compliance with regulatory permits) when it seems unwilling to enforce the numerous building code violations already documented in the Grantville Redevelopment Project draft EIR?

SDRC13

11. **Underlying Cause of Flooding**

The draft EIR (barely acknowledges) and fails to address/remedy the underlying cause of the major flooding problems near the Alvarado Creek / San Diego River confluence. The proposed redevelopment activities will likely exacerbate (rather than mitigate) the existing flooding problems.

SDRC14

12. **Underlying Cause of Water Pollution**

The draft EIR fails to adequately address/remedy the underlying cause of water pollution and water quality impairments near the Alvarado Creek / San Diego River confluence. Pollution prevention and source control appear to not be mentioned. The draft EIR relies on treatment controls to remove pollutants at the end-of-pipe, rather than identifying and abating pollutants at their source. Proposed redevelopment activities will likely exacerbate (rather than mitigate) existing water quality problems.

SDRC15

13. **Minimum Wildlife Corridor Widths**

The draft EIR fails to comply with minimum wildlife corridor width recommendations provided by the Department of Fish and Game and US Fish and Wildlife.

SDRC16

14. **Significant Unavoidable Impacts**

The draft EIR finds that the proposed project will result in significant unavoidable impacts to (1) Transportation /Circulation; and(2) Air Quality. To move forward with the proposed project, despite these impacts, the City need only make a "finding of overriding consideration".

SDRC17

**RESPONSE TO COMMENT LETTER FROM SAN DIEGO RIVER CONSERVANCY,
SIGNED BY DEBORAH S. JAYNE, DATED MARCH 13, 2005 (cont.d)**

Response to Comment SDRC13:

Building code violations are addressed in responses to comments JN9, JN10, JN11, and HSA12. With respect to issues such as BMP and mitigation measures referenced in the EIR, a Mitigation Monitoring and Reporting Program (MMRP) will be adopted in conjunction with certification of the EIR. The MMRP will ensure compliance with proposed mitigation measures. Other measures, such as implementation of BMPs and compliance with regulations such as the Environmental Sensitive Land Regulations, are enforced through review of specific development projects for compliance with these regulations and permit approval is typically contingent upon demonstration of compliance with specific permit conditions.

Response to Comment SDRC14:

Please refer to responses to comments DD5, BC3, LC11, LC16, and DF2.

Response to Comment SDRC15:

The EIR identifies that the lower portion of the San Diego River is currently identified on the Section 303(d) list for fecal coliform, low dissolved oxygen, phosphorus, and total dissolved solids. Alvarado Creek is not included in the Section 303(d) list. However, the Alvarado Creek is a tributary to the San Diego River (see EIR Figure 4.11-2), and beneficial uses, as established by the Regional Water Quality Control Board are identified on page 4.11-5. The EIR identifies the recommendations contained in the San Diego River Park Draft Master Plan for Alvarado Creek. As described:

The Confluence segment is the area between Interstate 15 and Friars Road Bridge. This segment is partially enclosed by the steep wall of the knob topped by Mission San Diego de Alcala. Encroaching development on the east and Interstate 8 on the south further emphasize the sense of enclosure. The river corridor is also constrained by a series of old gravel mine ponds below the Friars Road Bridge: these ponds impede the normal hydrologic activities of the river system. In this area, extensive exotic vegetation infestation is present both in the ponds and in the river. The Plan provides the following recommendations applicable to hydrology and water quality for the Confluence area:

- Create a connection with Alvarado Canyon and on to Collwood and Navajo Canyons.
- Acquire land or establish easements.
- Establish a minimum 300-foot wide-open space corridor.
- Separate stream channel from ponds, additional land is necessary.
- Coordination with the Grantville Redevelopment Study presents the potential opportunity for the San Diego River Park to positively influence redevelopment as well as to benefit from new activities along the river corridor.

**RESPONSE TO COMMENT LETTER FROM SAN DIEGO RIVER CONSERVANCY,
SIGNED BY DEBORAH S. JAYNE, DATED MARCH 13, 2005 (cont.d)**

Response to Comment SDRC15 (cont.d):

The EIR also discusses applicable water quality regulations including the City of San Diego Municipal Code (Chapter 4, Article 3, Division 3 – Stormwater Management and Discharge Control, Chapter 14, Article 2, Division 1 – Grading Regulations, Chapter 14, Article 2, Division 2 – Storm Water Runoff and Discharge Regulations), the General Municipal Stormwater Permit, and the General Construction Stormwater Permit. Compliance with these regulations would address both treatment (point) and non-point measures to reduce water quality impacts. Because a majority of the Project Area has been developed without consideration of water quality regulations (current regulations were not in place at the time development occurred), it is anticipated that redevelopment activities would not further exacerbate existing water quality problems, as appropriate water quality treatment controls can be implemented in conjunction with new development.

Response to Comment SDRC16:

Please refer to responses to comment DFG1 through DFG19.

Response to Comment SDRC17:

Comment noted. Please refer to responses to comments AG1 and CLB7.

15. Valuable Cultural Resources

Very valuable cultural resources are located in the Project area but are not identified the draft EIR and will therefore not be protected. These resources are of statewide and national significance and are currently at risk of being lost forever.

II. Verbatim Public Comments By Governing Board Members

The following comments on the Grantville Redevelopment Project Draft Program Environmental Impact Report were made by the Governing Board Members of the San Diego River Conservancy at their public meeting on February 11, 2005. Yellow highlighting has been added to emphasize key sentences.

Jim Peugh, Board Member:

I noticed that you mentioned that there is some flooding in the area and I noticed in the objectives that there is a number 13 "Support habitat conservation and restoration" but there is nothing that I noticed in the objectives or in your talk about what to do about the hydrologic problems. The fact that you have flooding in the area now where you are going to invest more money into it and you know and the approach well you could do it in a number of ways. One is to say well we will just rip out all vegetation from the river down stream so it will flow faster. Or you can say we'll just build a big concrete channel so the water will flow faster. But all of those are really destructive and, you know, we have all learned that. It seems like there should be some discussion of public investment that is needed to make the river serve the area better. The more that we invest money both private and public around rivers really we should be making them bigger because the risk of them flooding is a lot more than it was previously when the river was surrounding with ag fields but unfortunately we do just the opposite because the land is valuable we keep making the mistake of making the river smaller and smaller. I guess I am just a little surprised to see that there is no objective that has to do with making the river function better hydrologically so that your developments won't be put at risk. And from my point of view, of course, that the wildlife won't be put at risk.

Tracy Reed, Redevelopment Agency:

I mean, that is the input we are looking for. We have been working on the Five year Implementation Plan and putting creek restoration... And that is kind of some of the input I am trying to get regarding the River. Alvarado Creek I have gotten pretty good experience on that one- that you have some parts improved and then unimproved parts. The unimproved part is actually where the curve is in it so that is where you typically get your overflow problems into the neighborhood. But that is some of the input we are looking for is that we

**RESPONSE TO COMMENT LETTER FROM SAN DIEGO RIVER CONSERVANCY,
SIGNED BY DEBORAH S. JAYNE, DATED MARCH 13, 2005 (cont.d)**

Response to Comment SDRC18:

Please refer to responses to comments NAHC1 through NAHC3, and BW1.

Response to Comment SDRC19:

Please refer to response by Tracy Reed below the comment. In addition, please refer to responses to comments DD5, BC3, LC11, LC16, and DF2.

went with general terms and can get more specific on some of what those issues that we need to look at.

Jim Peugh, Board Member:

I would hope that you would be looking at property acquisition for places that the river needs to be expanded or for properties that are constantly at risk of flooding so they could be converted to some other use that flooding wouldn't be a problem for. But I didn't see any of that here or in your presentation so I was a little surprised.

Dick Murphy, Chairman:

I just want to say that this is a classic example of they channelized up stream and they didn't channelize down stream and so the water races like a super highway through the channelized concrete channel and then where they don't have it channelized it floods. Talk about poor planning. The solution is to rip out the concrete not to channelize the whole thing.

Jim Peugh, Board Member:

In some cases, you actually have to acquire property that has been filled in the past. And that takes public investment. I would hope that would be addressed in this project.

Dick Murphy, Chairman:

There was a big effort in the 80s to channelize the whole thing because of the flooding but many of us didn't feel like that was the right solution. But the problem is that the flooding has continued. The ultimate better solution is to dechannelize Alvarado Creek, but it is expensive and it is hard to achieve.

Donna Frye, Vice-Chair:

One of the issues is to discuss the existing land uses that you are showing on the survey map. Because this particular document isn't actually changing any of the land uses, because the purpose of this is to make sure that whatever you do in the Redevelopment Area is consistent with the community plans, right.

Tracy Reed:

Correct. That is what the other map was. You can see the difference.

Donna Frye, Vice-Chair:

I am trying to see where there is any park, where the color is for park.

Tracy Reed, Redevelopment Agency:

RESPONSE TO COMMENT LETTER FROM SAN DIEGO RIVER CONSERVANCY, SIGNED BY DEBORAH S. JAYNE, DATED MARCH 13, 2005 (cont.d)

Response to Comment SDRC20:

Comment noted. Please refer to response to comment SDRC19.

Response to Comment SDRC21:

Please refer to responses to comments DD5, BC3, LC11, LC16, and DF2.

Response to Comment SDRC22:

Please refer to responses to comments DD5, BC3, LC11, LC16, and DF2.

Response to Comment SDRC23:

Please refer to responses to comments DD5, BC3, LC11, LC16, and DF2.

Response to Comment SDRC24:

As required by California Community Redevelopment Law, the land uses designated in the Redevelopment Plan will be consistent with those called for by the City of San Diego Progress Guide and General Plan (i.e., adopted community plans).

Right now along that part of the river, there isn't any. The only real parks in the area are a little league field here, you have the parks up in here, and have some parks which are part of Mission Trails Park up here. And the community plan talks about this whole area here becoming a business tech park and having different improvements. The Navajo Community Plan talks about River improvements all through in here. But like most community plans it doesn't have any implementation methods or financing plan for that.

Donna Frye, Vice-Chair:

And you had mentioned something, I think in your presentation, about inconsistencies within the community plans depending on which side of the river they were on.

SDRC25

Tracy Reed, Redevelopment Agency:

Right, what it is, is you have got this boundary right here is the boundary of the Tierrasanta Community Plan with the Navajo Community Plan. And the Tierrasanta Plan talks about this area becoming open space if they are able to purchase it and if not, it would revert to residential which is what is adjacent to it. The Navajo Plan identifies this as all future industrial park. So what would happen technically is that if this didn't become open space you could have residential next to an industrial park in those two areas. I was thought that the boundary was the River, but it is not. It is actually halfway across on that side. And that may be why how it came about was when "what was county and what wasn't at that time that maybe the Tierrasanta part was in the City and the other part wasn't at that time. That may make sense of why you have it split that way.

Donna Frye, Vice-Chair:

And so the middle portion of that is specifically designated or the plans are to use that area as Industrial Area.

SDRC26

Tracy Reed Redevelopment Agency:

That's right. But it also talks about open space and improving the River. It talks about all of it. And it talks about doing a precise plan, in the Navajo Community Plan, doing a precise plan for that there is no circulation element in that portion.

Donna Frye, Vice-Chair:

Ok. I guess this would be my concern. Because once again I am not real clear on what specific action it is to provide input that Deborah is supposed to make comments to the EIR. I am assuming that is the action.

Deborah Jayne, Executive Officer:

Yes. That is the action. For you to hear the report and then accept it. And then I will document the comments to the Redevelopment Agency.

**RESPONSE TO COMMENT LETTER FROM SAN DIEGO RIVER CONSERVANCY,
SIGNED BY DEBORAH S. JAYNE, DATED MARCH 13, 2005 (cont.d)**

Response to Comment SDRC25:

Please see Tracy Reed response below comment.

Response to Comment SDRC26:

Please see Tracy Reed response below comment.

Donna Frye, Vice-Chair:

SDRC27

So I guess in the process of reviewing, with that purpose in mind, the environmental documents the things to look for would be any inconsistencies with the San Diego River Master Plan, and inconsistencies with the enabling documents, or goals/programs, etc with this particular board's duties. And what it is we are trying to accomplish. It would be to look for those inconsistencies and to point out those inconsistencies or to comment on where there are omissions. Such as the areas in flooding. That type of discussion. As well as the core principle that Mr. Peugh is talking about is that when we established the enabling legislation, I believe part of that was to make sure we didn't channelize the river. The way it was set up was to make sure we restored the river, not tried to control the river. There was pretty specific language about that. In order to do that, we probably want to look at what the plans are to build in the flood plain, because if most of those lands are located in areas where its continually flooding, it seems awfully strange to me that you would then want to encourage more industrial uses in areas that are already prone to flooding or residential uses in areas that are already prone to flooding.

SDRC28

SDRC29

The other thing that I am concerned about and part of this was a city issue, was the fact that The San Diego River Master Plan what we had looked at here at the Conservancy was held up at the city level to have comments made related to the Grantville Redevelopment Project. My concern, which I expressed when we originally had the meeting, was to make sure the Master Plan was not modified to reflect changes in order to facilitate Grantville Redevelopment. If there are changes made to that plan, that plan would have to go back out to the public who had already approved it on the basis that they didn't know that there was going to be more changes made. I do not know if more changes have been made, but I have very serious concerns that there will be. And that the purpose of holding up the actually San Diego River Park Master Plan was to accommodate the changes that were going to be made in this Grantville Redevelopment Project. So if there have been, then I would say that that document has to be recirculated. Because that to me is not the purpose to modify it outside the public process. And Councilmember Madaffer and I had a go around on this, and I made my point very clear and I tried to make it very clear at that meeting that I didn't think it was an appropriate action to be taking or ways that you go about dealing with the plan that affects all portions of the River.

Those would be my comments.

Jim Bartell, Board Member:

One area that interests me is the area south of Friars Road

Tracy Reed, Redevelopment Agency :

Pretty much Subarea A?

RESPONSE TO COMMENT LETTER FROM SAN DIEGO RIVER CONSERVANCY, SIGNED BY DEBORAH S. JAYNE, DATED MARCH 13, 2005 (cont.d)

Response to Comment SDRC27:

Please refer to response to comment SDRC5. There are no apparent inconsistencies with the plans referenced by the commentor, as the redevelopment plan must be consistent with the General Plan and any future redevelopment activities would need to be in compliance with applicable adopted plans and regulations.

Response to Comment SDRC28:

Please refer to responses to comments DD5, BC3, LC11, LC16, and DF2.

Response to Comment SDRC29:

The proposed redevelopment plan does not propose any changes to the San Diego River Park Draft Master Plan. If adopted by the City, future development of the Project Area would need to be consistent with the provisions of the Master Plan, regardless of whether or not the proposed redevelopment project is adopted by the City.

Jim Bartell, Board Member:

SDRC30 Where the industrial area is there. I imagine that it sits right on the floodplain area; it butts right up against the pond area.

Tracy Reed, Redevelopment Agency:

You mean in this portion here?

Jim Bartell, Board Member:

I thought I saw in the community plan that was designated as open space?

Tracy Reed, Redevelopment Agency:

Yeah. You could see the lighter brown area is what the community plan designates as open space.

Jim Bartell, Board Member:

SDRC31 That would be one area that I would like to have Deborah look into for a potential project for this group for restoration. That is designated as open space and it is consistent with the community plan. And there is currently blighted industrial up against that that I would imagine is causing runoff issues and pollution issues it might be an area that we would want to take a look at more closely.

Dick Murphy, Chairman:

I haven't watch this as closely, you know the last year as perhaps Donna and Jim have, but I sort of have a long history with this. The Navajo Plan was adopted when I was the City Council person (which is always dangerous to say, because I am sure there is something in there that I now regret, but anyways...)

SDRC32 Deborah, this is just an enormous opportunity for us. As Jim Bartell points out, the area there, south of Friars Rd, in which there is an equipment lay down yard right next to the River and that Industrial Area opens to the River that is one of our listed acquisition possibilities. Is that the Denton Sand Sites? It is a tremendous acquisition opportunity for us and then all the way up the River to Mission trails Park is designated open space as part of this redevelopment project there is this great opportunity for us to through redevelopment in that are to acquire the land and we need for the park. As I look around at all the opportunities that are going on right now, Deborah, this has got to be at the very top. One that you and everybody else are interested in. Really, really needs to watched carefully with a fine tooth comb. I know Mr. Madaffer and Ms. Frye have had some difference of opinion on this, and since I was a little districted by elections and lawsuits and everything, I didn't really have the time to get into it like I would have liked to, but I am just pointing out that this is the greatest opportunity area that we have right now and you need to watch it like a hawk. This has acquisition opportunities, open space easement opportunities. When

**RESPONSE TO COMMENT LETTER FROM SAN DIEGO RIVER CONSERVANCY,
SIGNED BY DEBORAH S. JAYNE, DATED MARCH 13, 2005 (cont.d)**

Response to Comment SDRC30:

Please refer to responses to comments DD5, BC3, LC11, LC16, and DF2.

Response to Comment SDRC31:

Comment noted.

Response to Comment SDRC32:

Comment noted.

people said that the River as it runs through the City of San Diego is going to be difficult to reclaim and restore, that is a true statement, there are always this type of opportunity that if we let pass, will make it all that much more difficult.

What I would say to Tracy is: You have this great opportunity here to take what is a truly blighted area, to say the least, the northern part anyway, and redevelop it. But at the same time, help make good on our vision of a River Park.

Tracy Reed, Redevelopment Agency:

We do talk about the data in the Navajo Plan, and there is actually language in there that says the plan would guide development until the year 2000. So I have always wondered "Does it expire after the year 2000? But one of the main things that is going to be a part of our Five Year Implementation Plan is for the Redevelopment Agency to help with the updating of the community plan for several reasons. But that that community plan definitely needs to be updated for a lot of the items and stuff that has come along since then. But that is one of the things that is going to be built into the Five Year Implementation Plan.

Dick Murphy, Chairman:

I am sure those that adopted the plan were quite visionary and were looking toward the year 2020 but I don't think it has expired. But I am sure it could use updating. Other specific comments?

Jim Peugh, Board Member:

It is good to hear that you both know a lot about this. Do we know that the Redevelopment Plan does not do anything that we are going to regret as far as river restoration and river protection? That is what I am worried about.

Dick Murphy, Chairman:

You have to ask Donna that question. What I am saying is that I am very familiar with the area. I don't live in the immediate area anymore, but I used to live up at the Northern part of the area, up along Mission Gorge Road. So I drove past that area for 10 years of my life and I know every inch of it very well. But, I haven't lived there for 15 years now.

Donna Frye, Vice Chair:

And the answer to Mr. Peugh's question is No, we don't know that. And that is pretty much the direction that the River Conservancy's comments should be addressing. Where in fact there are inconsistent land uses (TAPE BREAK) and what's been provided as part of this plan. And again the problem is that you have community plans that are already in

RESPONSE TO COMMENT LETTER FROM SAN DIEGO RIVER CONSERVANCY, SIGNED BY DEBORAH S. JAYNE, DATED MARCH 13, 2005 (cont.d)

Response to Comment SDRC33:

Please refer to responses to comments SDRC24, SDRC27, and SDRC29.

Response to Comment SDRC34:

Comment noted. Please also refer to responses to comments SDRC24, SDRC27, and SDRC29.

SDRC34
(cont'd.)

existence and so it is kind of a difficult document to comment on. The role of the SDRC should be to make it very clear what it is that the SDRC does and the level of involvement as far as making consistency findings with the plan and opposed to making specific recommendations as to whether an area should be designated as a redevelopment area. I think they are quite different things. That is why I was trying to get clarity on what we are doing here. I think it is very appropriate for us to comment on environmental impact reports and how the SDRC can offer up suggestions and recommendations and point out areas where the proposal is not consistent with our particular task. To go much beyond that concerns me.

Tracy Reed, Redevelopment Agency:

I just want to say that the Redevelopment Plan has to be consistent with the community plans. So the Redevelopment Plan is not trying to change land uses at all. It just has to be consistent with the community plans. And the redevelopment plan is not trying to hold up anything regarding the park plan because we are following the community plan.

Donna Frye, Vice-Chair:

I guess the challenge, as far as the appropriate action, as far as how we can provide you information about the consistencies with this particular organization versus the community plans. Because that is not really our role. Our role is to address the issues as it relates to the SDRC and where there might be inconsistencies in the environmental document or failure to address issues that need to be addressed or inadequate analysis or incomplete analysis or inaccurate analysis.

SDRC35

Tracy Reed, Redevelopment Agency:

I understand.

Donna Frye, Vice-Chair:

That is just how I see it.

Dick Murphy, Chairman:

Given the importance of this to our mission, to really stay on top of this we will need to have Susan start going to RAC meetings. That is Deborah's call not mine. We need to be paying close attention so that when there are inconsistencies between the San Diego River Master Plan vision, the Community Plan and the Redevelopment Plan that these things aren't happening when we are busy doing other things.

Donna Frye, Vice-Chair:

And that is exactly the opportunity, and I don't know how much of an extension of time you have asked for and been given, in order to comment on this and spend the time necessary, I would say that you are going to need at least 30 days or longer. It is something that is not that simple.

SDRC36

RESPONSE TO COMMENT LETTER FROM SAN DIEGO RIVER CONSERVANCY, SIGNED BY DEBORAH S. JAYNE, DATED MARCH 13, 2005 (cont.d)

Response to Comment SDRC35:

Please also refer to responses to comments SDRC24, SDRC27, and SDRC29.

Response to Comment SDRC36:

Please refer to response to comment SDRC1.

Dick Murphy, Chairman:

My comment is only slightly different. I agree with Donna. This issue will still evolve. Things are never final final. There should be someone from the Conservancy who is participating in this process so when specific plans come along, there is someone who is watching it. Someone should be attending those meetings and know what is going on. Then when there are inconsistencies we can intervene early on. So it doesn't happen, like it did on this Wetlands Project, after it was all designed that they forgot to put a path in it. I am just saying that this is a big opportunity area and we should be watching it. So if you are become a student of this area, you will salivate when you go to these meetings because of the opportunity which exists. At least going to the meetings so we know what is going on.

Donna Frye, Vice-Chair:

Motion to accept report from Deborah Jayne and add to that the extension to allow adequate time to comment about the EIR and the consistencies with the San Diego River Park Master Plan. To be aware of what is going on in the best way that that should be handled.

Donna Frye, Vice-Chair:

Leave to staff discretion how to participate. Attending a meeting or meeting with staff.

Jim Peugh, Board Member:

It is fine to say that we want it consistent with the River Plan, but there wasn't a lot of intense hydrology analysis when we put the River Plan together. So I would hope that our comments should address the function of the River, that we don't do any public investment which will preclude enhancing the river as far as its capability to carry water. Because we know that upstream there is going to be development in the County too, and so the amount of water the River carries now doesn't necessarily represent the amount of water it will carry in the future. I see Sorrento Creek written all over this. And I just don't want to see us investing huge amounts of private money and then discover later that a stream or even the River itself is no longer able to carry it. And then so doing draconian flood management and saying "we have no other option". I just don't want to see us putting ourselves in a position where we have no other option. So I just hope that some kind of words about making sure that we are not reducing the capability that the river needs for the future.

Donna Frye, Vice-Chair:

And that, I think, and Deborah Jayne can probably help me on this, but I think when we talk about the beneficial uses, and some of those other issues, that that is in the Conservancy's enabling legislation. There are issues related to flooding and that the goal is not to channelize the river. It was broad language, but I remember that we put that in there. And I think that would talk about all the functions that you are talking about as specifically related to the

**RESPONSE TO COMMENT LETTER FROM SAN DIEGO RIVER CONSERVANCY,
SIGNED BY DEBORAH S. JAYNE, DATED MARCH 13, 2005 (cont.d)**

Response to Comment SDRC37:

Comment noted.

Response to Comment SDRC38:

Comment noted. Please also refer to response to comment SDRC1.

Response to Comment SDRC39:

Comment noted. Please also refer to responses to comments DD5, BC3, LC11, LC16, and DF2.

Response to Comment SDRC40:

Comment noted.

SDRC40 beneficial uses. And I think that would probably get us there. Because I agree with you. I
(cont'd.) absolutely agree with you so just the consistencies with what the role of the conservancy is.

Dick Murphy, Chairman:
All in favor of passing the motion say “aye”

Dick Murphy, Chairman:
Passes unanimously.

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